THE EASTERN TELEGRAPH COMPANY, LIMITED.

This Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China and Japan.

To secure quick transmission, telegrams should be marked **Via Eastern.**

For latest average time to London, see daily bulletin in this paper.

STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Said, Suakin. Head Office, London.

The Egyptian Gazette

No. 7,306] ALEXANDRIA, FRIDAY, SEPTEMBER 29, 1905. [SIX PAGES P.T 1.

THE EASTERN TELEGRAPH COMPANY, LIMITED.

This Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China and Japan.

To secure quick transmission, telegrams should be marked **Via Eastern.**

For latest average time to London, see daily bulletin in this paper.

STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Said, Suakin. Head Office. London.

Peninsular and Oriental S. N. Company.

Berths can be definitely engaged as if the voyage were commencing at Port Said. Plans can be seen at the Offices of the Company's Agents.

The through Steamers for Marseilles and London are intended to leave Port Said after the arrival of the 11 a.m. train from Cairo, every Tuesday until 10th October and thereafter every Monday. A steam tender will meet the train to convey passengers to the ship.

CALEDONIA	26 Sept.	MALTA	10 Oct.	ARABIA	23 Oct.
VICTORIA	3 Oct.	HIMALAYA	16 „	INDIA	30 „

The Brindisi Express Steamers leave Port Said directly the Indian Mails arrive. Passengers can go on board the evening before. The Fare is £9 to Brindisi.

The combined Sea and special train fare has been reduced to £22.9.11 Port Said to London via Brindisi or via Marseilles.

After 10 October the express steamer usually reaches Brindisi on Wednesday afternoon, the special train starting at 8 p.m. and arriving in London at the very convenient hour of 4.56 p.m. on Friday.

For all further information apply to the Company's Agents,

Messrs. THOS. COOK & SON (Egypt) Ltd. — CAIRO.
GEORGE ROYLE, Esq. — PORT-SAID.
Messrs. HASELDEN & Co. — ALEXANDRIA.
F. G. DAVIDSON, Superintendent P. & O. S. N. Company in Egypt — SUEZ. 31-12905

Orient-Pacific Line of Royal Mail Steamers.

REDUCED SUMMER FARES FROM MAY TO OCTOBER INCLUSIVE.

OUTWARDS to AUSTRALIA.

R.M.S. Omrah will leave Suez about Oct. 6 | R.M.S. Orontes will leave Suez about Oct. 20

HOMEWARDS to NAPLES, MARSEILLES, GIBRALTAR, PLYMOUTH, LONDON, TILBURY

R.M.S. Orotava will leave Port Said about Oct. 10 | R.M.S. Ormuz will leave Port Said about Oct. 23

Reduced Summer Fares	1st Class, £	2nd Class, £	3rd Class, £
Port-Said to Naples	11	7	4
„ „ Marseilles	12.12	8.8	5
„ „ Gibraltar	12.9	9.9	5
„ „ Plymouth or Tilbury	16.16	12.12	9

Egyptian Government Officials allowed a rebate of 15% off the above fares.

Return tickets no longer issued, but passengers paying full fare in one direction allowed abatement of 1/3 fare back if return voyage be made within 4 months of arrival, or abatement of 20 o/o if return voyage be made within 6 months of arrival.

Agents, Cairo:—Thos. Cook & Son. Alexandria:—R. J. Moss & Co.—For all information apply

Wm. STAPLEDON & Sons, PORT-SAID & PORT-TEWFIK (Suez) 31-12-905

BIBBY LINE MAIL STEAMERS.

Special Reduced Rates During Summer Season,

OUTWARDS to COLOMBO, TUTICORIN, etc., and RANGOON, Departures from Suez.

S.S. Yorkshire 4,260 tons, leaves about September 28.
S.S. Cheshire 5,774 tons, leaves about October 12.

HOMEWARDS to MARSEILLES and LONDON, Departures from Port Said.

S.S. Warwickshire 7,966 tons leaves about October 3.
S.S. Staffordshire 6,005 tons, leaves about October 16.

FARES from Port Said to Marseilles £12.0.0. London £17.0.0. Colombo £32 10.0. Rangoon £37.10.0.

Agents—Cairo: THOS. COOK & SON. Suez & Port Said: Wm. STAPLEDON & SONS. 31-12-905

KHEDIVIAL MAIL LINE.

FAST BRITISH PASSENGER STEAMERS.

GREECE - TURKEY LINE.

Express steamers leave Alexandria every Wednesday at 4 p.m. for PIRÆUS, SMYRNA, MITYLENE, and CONSTANTINOPLE, in connection with Orient Express train-de-luxe for Vienna, Paris, and London. *PALESTINE - SYRIA LINE.*

Fast steamers leave Alexandria every Saturday at 6 p.m., and Port Said every Sunday at 6 p.m., for JAFFA (for Jerusalem), CAIFFA (for Nazareth), BEYROUT (for Damascus), TRIPOLI, ALEXANDRETTA, MESSINA, continuing in alternate weeks to LARNACA and LIMASSOL (Cyprus). *RED SEA LINE.*

Steamers leave Suez fortnightly on Wednesday at 6 p.m. for JEDDAH, SUAKIN, MASSOWAH, HODEIDAH, and ADEN; and in the intervening weeks for PORT SUDAN and SUAKIM direct. Calls will be made at TOR (for Mount Sinai) as required.

N.B.—Deck chairs provided for the use of passengers, excellent cuisine and table wine free. Steamer plans may be seen and passages booked at the Company's Agencies at Alexandria, Cairo, Port Said, and Suez, or at THOS. COOK & SON or other Tourist Agency. 31-12-904

The Moss S.S. Company, Ltd.

For LIVERPOOL calling at MALTA (Messrs. JAMES MOSS & Co. 31, James St., Liverpool, Managers.)

*Amasis ... Tons 4,000	Menes ... Tons 3,960	*Nitocris ... Tons 3,700	Rameses ... Tons 3,800
*Busiris ... „ 5,000	Menepthah ... „ 5,000	*Pharos ... „ 3,900	Seti ... „ 5,000
*Khephren ... „ 5,000	*Moeris ... Tons 7,500	*Philae ... „ 5,000	Tabor ... „ 3,000

*Second class accommodation only, unless specially reserved.—FARES: Alexandria to Liverpool, 1st, £14 Single, £25 Return. 2nd, £9 Single, £15 Return.—To Malta, 1st, £4 Single, £6 Return. 2nd, £2 Single, £3 Return.—Return tickets available for six months.

S.S. Menes now on berth, will sail on or about Tuesday, October 3 to be followed by S.S. Rameses.

Through freight rates on cotton, etc., to Lancashire inland towns, Boston, New York and other U.S.A. towns, obtained on application. Cargo taken by special agreement only.

Passenger Tickets also issued inclusive of Railway fare through to and from Cairo. Particulars on application to R. J. MOSS & Co., Alexandria, Agents. 26-12-905

MARINE INSURANCE COMPANY, LIMITED.

Established 1836. Capital £1,000,000. Reserve Fund £650,000.

THE IMPERIAL FIRE OFFICE united with THE ALLIANCE ASSURANCE, Co., Ltd. 1, Old Broad Street, LONDON.—Established 1806.—Total Funds exceed £10,000,000.

31-12-905. Policies issued at SUEZ by G. BEYTS & Co., Agents.

Telephone Company of Egypt, Limited

CAIRO-ALEXANDRIA TELEPHONE.—Rates as follows:—P.T. 5 for each 3 minutes, or fraction of 3 minutes; P.T. 10 for over 3 up to 6 minutes communication.

PUBLIC CALL-OFFICES: Cairo, Central Office, Opera Square, and New Bar; Helouan, Central Office, Maison Purvis; Alexandria, St Mark's Buildings, Egyptian Bar, L. Castelli & Co.; Ramleh, Central Office, San Stefano Casino. 26.4.906

P. HENDERSON & CO's LINE.

Steamers leave SUEZ and PORT SAID fortnightly for LONDON or LIVERPOOL direct.

(Electric Light.) SALOON (*Amidships*) FARE £12. (Latest improvements.)

S.S. IRRAWADDY	7300	Tons will leave PORT SAID	about Sept.	17	for Liverpool.
„ PEGU	5800	„ „ „	„ Oct.	1	for London.
„ MARTABAN	7100	„ „ „	„ „	13	for Liverpool.

Due in LONDON or LIVERPOOL 12 days thereafter.

Apply WORMS & Co., Port Said and Suez. THOS. COOK & SON, (EGYPT) LD., CAIRO; G. J. GRACE & CO., ALEXANDRIA.

THOS. COOK & SON,

(EGYPT), LIMITED. HEAD OFFICE—LUDGATE CIRCUS—LONDON.
CHIEF EGYPTIAN OFFICE—CAIRO, near SHEPHEARD'S HOTEL.
Alexandria, Port-Said, Suez, Luxor, Assuan, Halfa & Khartum.

GENERAL RAILWAY AND STEAMSHIP AGENTS. BANKERS.
BAGGAGE AND FORWARDING AGENTS.

Officially appointed & Sole Agents in Cairo to the P. & O. S. N. Co.

Large and Splendidly appointed steamers belonging to the Company leave Cairo thrice weekly between November and March for Luxor, Assuan and Halfa, in connection with Trains de Luxe to Khartum.

MODERATE FARES.—Specially Reduced Rates for residents in Egypt by Tourist Services during November and December. First sailing November 3rd.

WEEKLY FREIGHT SERVICE FROM CAIRO TO ASSUAN AND HALFA.

Cook's Interpreters in uniform are present at the principal Railway stations and Landing-places in Europe to assist passengers holding their travelling tickets.

Special Steamers and Dahabeahs for private parties.

Special arrangements for tour in PALESTINE, SYRIA and the DESERT, Lowest Rates. Best Camp equipment in the Country.

British India S. N. Company, Limited.

MAIL AND PASSENGER STEAMSHIPS.

SAILINGS FROM SUEZ, LONDON and CALCUTTA LINE.

Calling at ADEN, COLOMBO and MADRAS Outward, and MARSEILLES (GENOA and PLYMOUTH optional) Homeward. Fortnightly Service in connection with the Co's Indian Mail Lines and monthly with the East African Mail Line between ADEN, MOMBASSA and ZANZIBAR.

OUTWARD.—S.S. *Avoca* ... September 30 | HOMEWARD.—S.S. *Matiana* ... Sept. 29

Queensland Line of Steamers between London and Brisbane.

Calling at Colombo, Batavia, Cooktown, Townsville, and Rockhampton.

The S.S. [illegible] will sail from Suez on about [illegible]

First Class Fares from Suez to Aden ... £11. 0 | Colombo ... £[illegible] | Calcutta ... £21. 0 | Marseilles £16.12; Bombay ... £21.10 | Madras ... £[illegible].11 | Genoa ... £15.10 | London ... £18. 0

From Port-Said £2 less Homeward, and £2 more Outward. Second Class, two thirds of 1st Class Fares.

Agents at PORT SAID, for the London, Calcutta and Persian Gulf Lines, Messrs. Worms & Co.
Agents at PORT SAID, for the London and Queensland Line, Messrs. Wills & Co., Limited.
Messrs. Thos. Cook & Son and the Anglo-American Hotel & Steamer Company, CAIRO & ALEXANDRIA.
For further particulars, Freight and Passage apply to G. BEYTS & Co. Agents, Suez. 31-12-905

ANCHOR LINE, LIMITED.

(HENDERSON BROTHERS,) LONDON, LIVERPOOL AND GLASGOW.

Booking Passengers and Cargo through to Ports in India, Europe & America. First class passengers steamers. Sailing fortnightly from Suez.

For MARSEILLES & LIVERPOOL	S.S. "Britannia"	Oct. 2	For CALCUTTA	S.S. "Bohemia"	October 4
For LONDON	S.S. "Dalmatia"	Oct. 8	For BOMBAY	S.S. "Persia"	September 30

Saloon Fares: from Port-Said, to Gibraltar £9; Marseilles £9; Liverpool (all sea route) £15; London (all sea route) £12. London via Marseilles £15.5.0. Passengers embarking at Suez £2 more. 10 % reduction for officers of Army of Occupation and Government employés. Through tickets issued to New-York (via Glasgow). Fares on application.

Agents in Cairo, Messrs. Thos. Cook & Son. Port-Said, Messrs. Cory Brothers & Co., Ltd.

For further particulars of Freight or Passage apply to G. BEYTS & Co., Suez. 31-12-905

Deutsche Levante-Linie.

Mail and Passenger Steamships. Regular three-weekly Service from HAMBURG, via ANTWERP & MALTA, to ALEXANDRIA and vice-versa, admitting goods from all chief German Railway Stations on direct Bill of Lading to ALEXANDRIA and all chief ports of Egypt, Syria, etc., at favourable through rates of DEUTSCHER VERKEHR (traffic).

EXPECTED AT ALEXANDRIA.

S.S. *Rhodos* on berth loading for Rotterdam and Hamburg.
S.S. *Lesbos* „ discharging.
S.S. *Andros* October 2 from Antwerp bound for Rotterdam and Hamburg.
S.S. *Naxos* „ 4 „ Hamburg „ „ Beyrouth.

For tariff and particulars apply to ADOLPHE STROSS, Alexandria *Agent.* — 18-9-905

Deutsche Ost-Afrika Linie.

GERMAN EAST-AFRICAN LINE, — REGULAR MAIL-SERVICE FROM PORT-SAID

OUTWARDS. To ADEN, ZANZIBAR, DURBAN, CAPETOWN and intermediate Ports.
HOMEWARDS. To NAPLES, GENOA, MARSEILLES, LISBON, ROTTERDAM, HAMBURG.

Splendid accommodation for passengers of all classes.—First-class steamers, fitted with all recent improvements. Stewardesses and doctor carried.—Low passage rates.

For all particulars, apply to FIX & DAVID, CAIRO. Sharia Manseur Pacha

NEW KHEDIVIAL HOTEL, ALEXANDRIA.

First-class Hotel. Situated in Rosetta Avenue, the finest quarter in the Town. Two minutes from Railway Station. Close to Consulates and the Opera House. Lift. Electric Light Throughout. Perfect Sanitary Arrangements. Magnificent Ball, Reception, Reading, and Music Rooms. Bar and Smoking Room. HENRI CHAMOUILLEAU, Proprietor.

FINE TERRACE ON THE AVENUE. — SPLENDID GARDENS. — OMNIBUS MEET ALL TRAINS AND STEAMERS. 30-94

PORT SAID.—SAVOY HOTEL.

NEW FIRST-CLASS HOTEL, OVERLOOKING THE HARBOUR & OPPOSITE CUSTOM HOUSE

Open all the year round. — Well-appointed Bar.

MODERATE CHARGES. SPECIAL TERMS FOR RESIDENTS 1190A2-5

HOTEL BRISTOL. CAIRO.

Full South, Electric Light, opposite Esbekieh Gardens, Large Verandahs, Moderate Charges, CHAS. BAUER, Proprietor.

This Hotel is beautifully fitted up and is in the most central part of Cairo. Terms for pension are at the rate of ten shillings a day. Special terms for officers of Army of Occupation. 24,832-31-10-5

GUARDIAN ASSURANCE COMPANY, LIMITED,

OF LONDON.
Established 1821.

CAPITAL PAID UP AND INVESTED ONE MILLION STERLING.

Annual Income . . . . £895,000.
Total Funds . . . . £5,200,000.

Agents for Egypt and the Sudan - HEWAT & Co., Alexandria. 24836—17-8-905

LONDON ASSURANCE CORPORATION.

Established 1720. — *Agents:* BANK OF EGYPT, Limited, 1891-?

NORTHERN FIRE AND LIFE ASSURANCE Coy.

The undersigned agents are authorised to issue policies on behalf of the above Company at moderate rates: IMPERIAL OTTOMAN BANK, Alexandria. OTTO STERKING Cairo. GEORG. MEINECKE, Suez. 311290?

ROYAL EXCHANGE ASSURANCE.

INCORPORATED A. D. 1720.

Chief Office: ROYAL EXCHANGE, LONDON, E.C.

FUNDS IN HAND EXCEED ... ... £4,500,000 | CLAIMS PAID £40,000,000

FIRE		MARINE	
ALEXANDRIA	ANGLO-EGYPTIAN BANK.	ALEXANDRIA	Mr. J. B. CAFFARELLI
CAIRO	Mr. J. B. CAFFARI.	SUEZ	Mr. GEO. MEINECKE

21281-21?909

Sun Insurance Office,

LONDON.—Founded 1710.—Total sum insured in 1902 £487,600,000,
Agents: LEON HELLER, Cairo, and BEHREND & Co., Alexandria. 16-1-906

INTERNATIONAL SLEEPING AND RESTAURANT CARS COMPANY

Restaurant Car runs every day between Cairo & Alexandria & vice-versa.

Depart.—Cairo ... 6.35 p.m. | Arrival—Alexandria ... 10.0 p.m.
„ Alexandria ... 6.0 „ | „ Cairo ... 9.30 p.m.

By the 10.15 p.m. train between Cairo and Alexandria and vice-versa a sleeping car is attached every night, Supplement 30 P.T.

Daily Restaurant Car Service between Cairo, Ismailia, Port Said & vice-versa.

Depart.—Cairo	11 a.m. & 6.15 p.m.	Depart.—Port Said	11.55 a.m. & 6.30 p.m.
Arriv. —Ismailia	2.23 p.m. & 9.28 p.m.	Arriv. —Ismailia	1.30 p.m. & 8.13 p.m.
Depart.—Ismailia	2.38 p.m. & 9.35 p.m.	Depart.—Ismailia	1.35 p.m. & 8.17 p.m.
Arriv. —Port Said	5. 0 p.m. & 11.10 p.m.	Arriv. —Cairo	5.0 p.m. & 11.25 p.m.

Restaurant and Sleeping Cars on Luxor trains:

A Restaurant car and a sleeping car are attached to the 8 p.m. train from Cairo every Monday, Wednesday and Saturday and to the 5.30 p.m. train from Luxor every Tuesday, Thursday and Sunday.

Railway and Sleeping Car tickets can be obtained any number of days ahead at the office of the International Sleeping Car Company in Cairo station. 1st class Cairo-Luxor P.T. 324. Sleeping Car supplement P.T. 75.

The Cigarettes Manufactured by
The Cleopatra Cigarette Co.

G. NUNGOVICH

are on sale at the Company's establishment by Grand Continental Hotel, Cairo, and at Walker & Meimarachi's, Alexandria.

Purveyors to H. H. the KHEDIVE.

24750 PATRONISED by the DUKE OF CONNAUGHT and the ARCHDUKE OTTO and all the High Life of Egypt. 16-4-90

NILE COLD STORAGE
COMPANY, LIMITED.

PURVEYORS OF THE FINEST COLONIAL
MEAT, GAME, POULTRY, BUTTER, FISH, etc., etc.

The Company have opened a shop in the NEW MARKET CAIRO, Nos. 39 & 40, where the goods imported by them can be inspected and purchased.

Telephone, No. 1, 6. [illegible]

Anglo-American Nile Steamer & Hotel Coy.

Weekly departure during Winter Season by the

Luxurious First Class Tourist Steamers VICTORIA, PURITAN & MAYFLOWER.

Regular weekly Departures to the SECOND CATARACT by the S.S. INDIANA.

THROUGH BOOKINGS TO KHARTOUM, GONDOKORO AND THE WHITE NILE.

Steamers and Dahabeahs for private charter. Steam Tugs and Steam Launches for hire.

FREIGHT SERVICE BY STEAM BARGES BETWEEN CAIRO AND ALEXANDRIA.

Working in conjunction and under special arrangement with the "Upper Egypt Hotels Company,"

For details and illustrated programmes apply to "THE ANGLO-AMERICAN NILE STEAMER and HOTEL COMPANY."

OFFICES IN CAIRO: Sharia Boulac, "Grand Continental Hotel Buildings." 31-3-06

NORDDEUTSCHER LLOYD.

Regular Service from ALEXANDRIA (Passenger and Freight) to NAPLES-MARSEILLES.

SCHLESWIG will leave ALEXANDRIA at 4 p.m. October 11 & 25. Nov. 8 & 22, etc.

The following steamers are intended to leave PORT-SAID:

HOMEWARD: for Bremen Hamburg via Naples, Genoa, (Gibraltar), Southampton, Antwerp.

Preussen	5296 Tons ... about 7 Oct.		Bayern	5694 Tons ... about 3 Nov.	
Roon	5032 „ ... „ 21 „		Zieten	5041 „ ... „ 17 „	
Seydlitz	7942 „ ... „ 23 „		Karlsruhe	5057 „ ... „ 27 „	

OUTWARD: for CHINA and JAPAN via SUEZ, ADEN, COLOMBO, PENANG, SINGAPORE. | For AUSTRALIA via SUEZ, ADEN, COLOMBO.

Sachsen	5026 Tons ... about 2 Oct.	Scharnhorst	8131 Tons ... about 22 Oct.
Prinz R. Luitpold	6600 „ ... „ 16 „	Grosser Kurfürst	13182 „ ... „ 19 Nov.
Prinz Heinrich	6263 „ ... „ 30 „	Seydlitz	7942 „ ... „ 17 Dec.

FOR FURTHER PARTICULARS APPLY TO THE AGENTS OF THE NORDDEUTSCHER LLOYD at Cairo, Alexandria, Port-Said and Suez.

OTTO STERKING, Agent in Cairo, Opera Square.
C. M. SCHOELLER, Agent in Alexandria, Cleopatra Lane.

Messrs. THOS. COOK & SON (Egypt) Ltd., and CARL STANGEN'S REISEBUREAU are authorised to sell tickets in CAIRO and ALEXANDRIA. 31-3-905

Austrian Lloyd's Steam Navigation

Alexandria-Brindisi-Venice-Trieste.

Weekly Express Mail Service. Steamers leave Alexandria every Saturday at 4 p.m. arrive at Brindisi, Tuesday a.m. in time for express to Paris, London, Naples, Rome. Arrival Trieste Wednesday noon connecting with Vienna Express (Trieste-Ostende through carriage) and expresses to Italy and Germany.

Sept. 30	4 p.m.	S.S. Cleopatra	Capt.	Ivallich
October 7	„	„ Habsburg	„	Klansberger
„ 14	„	„ Semiramis	„	Martinolich
October 21	4 p.m.	S.S. Cleopatra	Capt.	Ivallich
„ 28	„	„ Habsburg	„	Klansberger
Nov. 4	„	„ Semiramis	„	Martinolich

Fortnightly Service: Alexandria-Brindisi & Trieste.

Steamers leaves Alexandria on or about 11 and 25 October.

(Departures from Suez) To Aden, Bombay, Colombo, Penang, Singapore, Hong-Kong, Shanghai, Yokohama, Kobé about October 5 and Nov. 4. To Aden and Bombay accelerated service about October 9 and November 9. To Aden, Karachi, Bombay, Colombo, Madras, Rangoon and Calcutta about October 20.

East-African Line.

To Aden, Mombassa, Zanzibar, Beira, Delagoa Bay, Durban, about October 4 and November 3.

Syrian-Cyprus-Caramanian Line.

Steamers leaves Alexandria on or about October 6.

For information apply to the Agents, Alexandria, Port Said and Suez, THOS. COOK & SON, LD., LEON HELLER, Cairo Agent, 4, Sharia Maghraby, (Telephone 192), Cairo; F. TEDESCHI, Helouan.

Special passage rates granted to Egyptian Government officials, members of the Army of Occupation and their families. 31-12-905

CUNARD LINE.

Alexandria to New-York and Boston via the Continent and Liverpool.

Sailings from LIVERPOOL on Saturdays and Tuesdays. Royal Mail Steamers.

CARONIA	21,000 tons	UMBRIA	8,127 tons	SAXONIA	14,280 tons
LUCANIA	12,952 „	ETRURIA	8,119 „	IVERNIA	14,000 „
CAMPANIA	12,950 „	AURANIA	7,[illegible] „	SYLVANIA	[illegible] „

Alexandria to New-York via Trieste, Fiume or Palermo.

Regular twin-screw Passenger Service from the Adriatic. Excellent accommodation.

CARPATHIA	13,564 tons	SLAVONIA	10,606 tons
PANNONIA	9,851 „	ULTONIA	10,402 „

All steamers fitted with Marconi's wireless telegraphy. For through tickets from Egypt, and particulars apply to the Agents Rodocanachi & Co., Alexandria; Nic. Kirzis, Cairo; R. Broadbent, Port Said. 13-1-906

THE PAPAYANNI LINE.
(The Ellerman Lines, Ltd.)

Frequent Sailings from ALEXANDRIA to LIVERPOOL, also Regular Services from LIVERPOOL to ALEXANDRIA and to ALGERIA, MALTA, LEVANT, BLACK SEA, and other Mediterranean ports.

Excellent Passenger Accommodation. Stewardess carried. Liberal table and Moderate Fares for single and return tickets.

The S.S. Britannia now in port will leave for Liverpool on or about the 30th inst.

CARGO taken by special agreement only. Through Freights quoted for the UNITED STATES INLAND TOWNS in GREAT BRITAIN.

For passage or freight apply to the Agents, BARKER & Co., Alexandria. 17-10-905

ELLERMAN LINES, LIMITED.

CITY LINE. TO MALTA, LONDON, COLOMBO & CALCUTTA. | CITY & HALL LINES. JOINT SERVICE TO MARSEILLES, LIVERPOOL, BOMBAY & KARACHI.

The undermentioned First Class Passenger Steamers will be dispatched from Port Said on or about the following dates for:

Malta and London ... | Marseilles & Liverpool ...
Colombo & Calcutta ... | Bombay ...

SALOON FARES:—Port Said to Malta £4.10.0, Marseilles £9.0.0, London or Liverpool £13.10.0, Colombo, Calcutta, Bombay or Karachi, £25.0.0. Special rates for steamers not carrying Doctor or Stewardess. For further particulars apply to CORY BROS. & Co., Ltd., Agents for CITY Line, Port Said; W. STAPLEDON & SON, Agents for HALL Line, Port Said; or COOK & SON (Egypt), Ltd., Cairo. 23783-28-3-905

The Ellerman Lines Limited.
(Included Westcott & Laurance Line.)

Regular sailings from Liverpool, Glasgow, Antwerp and London to Alexandria. Frequent sailings from Alexandria to Liverpool and London. Through freight rates to Inland towns in Great Britain also to the U. S. A.

Ellerman S.S. *City of Cambridge* expect. from Glasgow & Liverpool & Malta is due on or about Sept. 30
Westcott „ *Assiout* „ „ Tyne, London & Malta „ „ „ Oct. 3
Ellerman „ *Avon* „ „ Liverpool & Malta „ „ „ ....

The Ellerman S.S. *City of Cambridge*, now on the berth for Liverpool, will sail for that port in a few days. First-class fare £14.

22176-20-2-905 N. E. TAMVACO, *Alexandria Agent.*

Navigation Générale Italienne.

Societes Reunies Florio-Rubattino. - Services Postaux. - Departs de Septembre.

Les JEUDIS	7, 14, 21, et 28 à 3 h. p.m. direct pour Messine, Naples, Livourne et Gênes.
Les VENDREDIS	1 et 15 à 3 h. p.m. direct pour Brindisi, Bari, Ancône et Venise.
Les MERCREDIS	6 et 20 à 10 h. a.m. pour les escales de la Syrie et Larnaque.
Le LUNDI	18 à 4 h. p.m. pour Port-Saïd, Suez et Massawah.
Le JEUDI 7 et VENDREDI 22	à 5 h. p.m. pour Port-Saïd.

31-12-905

ALEXANDRIA BONDED WAREHOUSE COMPANY, LTD.

(SOCIÉTÉ DES ENTREPÔTS D'ALEXANDRIE)

Bonded Warehouses
IN ALEXANDRIA, CAIRO, PORT SAID, AND SUEZ.

Special Departments for clearing and forwarding and for a luggage and parcel Express Service. Goods delivered against cash for account of shippers. 1-6-906

NATIONAL BANK OF EGYPT.

CAPITAL: L. 2,500,000. RESERVE (ENVIRON): L. 862,000.

Gouverneur: Sir ELWIN PALMER, K.C.B., K.C.M.G.

Siège Social au Caire, Succursale à Alexandrie, Agence à Assiout, Assouan, Benha, Port-Saïd, [illegible] Damanhour, Fayoum, Khartoum, Kéneh, Mansourah, Minieh, Port-Soudan, Suakin, Sohag, Tantah, Zagazig, [illegible] et Londres (6 et 8, King William Street).

La National Bank of Egypt reçoit des dépôts à termes fixes, fait des avances et [illegible] sur titres, valeurs et marchandises. Elle s'occupe de l'achat et de la vente d'effets [illegible] que de toutes opérations de Banque.

Royal Insurance Coy

FIRE AND LIFE.

Largest Fire Office in the World.

HASELDEN & CO., *Agents*, Alexandria.
R. VITERBO & CO., *Agents*, Cairo.

PHŒNIX ASSURANCE COMPANY, LIMITED.
(ESTABLISHED 1782);
HASELDEN & CO., *Agents*, Alexandria.
FRED. OTT & CO., *Sub-Agents*, Cairo

31-3-906

HOTEL-CASINO SAN STEFANO.

IS NOW OPEN

26046-30-9-5



EASTERN EXCHANGE HOTEL.

PORT SAID.

First Class Hotel.
Modern in all respects.

Fire-proof, Drained to the Sea. Lifts, Electric Light, English and French Billiards, Fresh and Salt Water Baths.

The Coolest Summer Residence in Egypt.

Special terms to Cairo Residents and their families desirous of enjoying the sea air and sea bathing during the summer months.

DRAGOMANS IN HOTEL UNIFORM MEET ALL TRAINS AND STEAMERS.

1314-5-1911

SAVOY HOTEL, LUXOR (Upper Egypt).

NEW FIRST CLASS HOTEL WITH EVERY MODERN COMFORT.

SPLENDID SITUATION on the Bank of the Nile, on the road to Karnak and within easy reach of Thebes Magnificent Views. Beautiful Surroundings, Garden, Spacious Terrace overlooking the River, Billiard Room, Smoking Room, Reading Room, Electric Lights throughout.

Moderate Charges

Restaurant open to Non-Residents.

Omnibus and Porter meet all Train and Steamers.

OPENING IN NOVEMBER.

G. & M. RUNCKEWITZ, Proprietors.

Also Prop. of the BELVEDERE HOTEL, Ramleh-Alexandria.

Telegr. Add. Savoy, Luxor.

Hotel Beau-Rivage. Ramleh-Alexandria.

The most charming Sea-side Residence in Egypt.

15 Minutes by Carriage or "Dahabieh" tram from Hôtel Gabet Ibrahim.

FIRST CLASS FAMILY HOTEL WITH EVERY MODERN COMFORT.

Unique Situation on the Beach.

Lovely Garden. - Lawn Tennis. - Large Terrace. - Electric Light. - Sea Baths. - Own springs. - Perfect sanitary arrangements. Stabling for horses and carriages.

Moderate Charges. — Special terms for Government Officials and Officers of the Army of Occupation.

G. RUNCKEWITZ, *Proprietor.*

333-17.1.906

Siemens-Schuckert Werke

CAIRO BRANCH.

ELECTRICAL MACHINES & MATERIALS.

KASR-EL-NIL STREET, SUARES BUILDING, Opposite the BANK OF EGYPT.

Telephone 811

General Agent: Gustav Grob, E.E.

P.O.B. 855.

85240—15-1-906

THE NATIONAL HOTEL, Cairo

OPENS 1st NOVEMBER, 1905.

One of the finest and most up-to-date Hotels in the Metropolis. Situated in Sharia Soliman Pasha, the very centre of the healthiest and most fashionable quarter. Stands in its own grounds with garden and lawn tennis grounds at back. Over 350 rooms and 5 saloons. Magnificent salle à manger. Handsome covered promenade verandah, 80 yards long. Highest class cuisine, electric light throughout, and lifts.

English comforts, Rooms and apartments at prices to suit every one.

For further particulars apply to GENERAL MANAGER, Cairo.



N. SPATHIS.

CAIRO & ALEXANDRIA.

NB.—This Whisky is the same as supplied to the Red Cross Society, London, for use by the Invalided troops and hospitals in South Africa, to the House of Lords and House of Commons.

THE ANGLO-EGYPTIAN BANK, LIMITED.

LONDON, PARIS, ALEXANDRIA, CAIRO
MALTA, GIBRALTAR, TANTAH,
AND PORT SAID.

Subscribed Capital	£	**1,500,000**
Paid up	£	**500,000**
Reserve Fund	£	**500,000**

The Anglo-Egyptian Bank, Limited, undertakes every description of banking business on the most favourable conditions.

Current accounts opened with commercial houses and private individuals in conformity with the custom of Bankers.

Fixed deposits for one year certain received at 5 per cent. per annum. Deposits at interest for shorter periods are also received at rates to be agreed upon.

Letters of Credit for the use of travellers are issued payable in all parts of the World.

Approved bills discounted.

Bills, documentary invoices, etc., collected.

Drafts and telegraphic transfers issued payable all over the World.

Foreign exchange bought and sold

Advances made upon approved securities and upon cotton, cotton-seed, sugar and other merchandise.

The purchase and sale of stocks and shares on the London Stock Exchange; and on the local and Continental Bourses, undertaken.

Customers can deposit their valuables, bonds, etc., for safe custody in the Bank's fire-proof strong-rooms, and the Bank will attend to the collection of the coupons and drawn bonds so deposited as they fall due.

Mercantile credits issued.

Annuities, pensions, dividends, etc., collected.

All further particulars and information can be obtained on application.

The officers and clerks of the Bank are pledged to secrecy as to the transactions of customers.

9.906

FOR THE VOYAGE TO EUROPE.

TRAVELLERS generally, but especially Invalids and Children, should not be without HOWIE'S STERILIZED MILK OR CREAM. It is invaluable. Address. Howie & Co., Hygienic Dairy, Shoubra Road, Cairo.

26029-25-5-906

IND, COOPE & Co., Ltd.

BREWERS,
BURTON-ON-TRENT AND ROMFORD.

PALE ALE & DOUBLE STOUT,

SPECIALLY BREWED FOR EXPORT.

Agents:
MESSRS. JOHN ROSS & Co.,
ALEXANDRIA & CAIRO:

25047 20-3-904

THE PERFECTION OF QUALITY AND VALUE.

In Sterling Silver,
"Welbeck" & Silver Plated Goods
Provisions, Wines, Cigars,
Crockery, Brushes,
&c., &c.
at

JOHN B. CAFFARI'S

"ECONOMICAL STORES"
CAIRO AND ALEXANDRIA

PRICE LIST ON APPLICATION. 16-11-904

H. D. RAWLINGS, LIMITED.

SODA WATER, LEMONADE, & GINGER ALE.

AS SUPPLIED TO KING AND ROYAL FAMILY.

Agent: — JOHN B. CAFFARI.

BORWICK'S BAKING POWDER.

ECONOMICAL & RELIABLE.
60 YEARS' REPUTATION.

For Home-made Bread, Cakes, Pastry, Scones, Flour Puddings, Meat Pies, &c., &c.

It is Packed in Tins or Bottles, and will keep for years in perfect condition.

Supplied by Store-keepers and Grocers in Cairo and Alexandria. Manufactory—1, Bunhill Row, London.

Wholesale Agents:—CROSSE & BLACKWELL, Ltd., London; C. & E. MORTON, London; WALKER & REISMARCHI, Ltd., Cairo; J. B. CAFFARI, Alexandria.

KHEDIVIAL MAIL STEAMSHIP AND GRAVING DOCK COMPANY LIMITED.

Holders of 5½ % Cumulative Preference Share Warrants to Bearer are hereby informed that Coupon No. 14 will be payable on and after the 30 September 1905 at the Imperial Ottoman Bank, Alexandria, and at Messrs. Glyn, Mills, Currie & Co., Lombard Street, London.

The proprietors of nominative shares will receive Dividend Warrants by post.

Alexandria, 22nd September, 1905.

26461-6-5

SELLING OFF SURPLUS DRAPERY STOCK

OF MAGASINS VICTORIA.

On Premises lately occupied by "Papeterie Commerciale," Rue Sesostris, 3 doors from Cherif Pasha Street. For particulars see advertisement in another column.

LANCASTER HOUSE, CAIRO.

SHARIA WABOUR EL MOYA.

Comfortable apartments, with or without board. Terms very reasonable.

26248-18-11-905

AMERICAN

REFRIGERATORS £4 to £20—DESKS, £5 to £25
TYPEWRITERS £5 to £20.
SEWING MACHINES £5 TO £15.
IN STOCK AT
THE AMERICAN MANUFACTURERS AGENCY
7, OLD BOURSE-STREET, SURROUK BUILDINGS,
ALEXANDRIA.

BERLITZ SCHOOLS OF LANGUAGES

235 BRANCHES.

French, German, Italian, Greek, Arabic, etc. Private Lessons, Residence Lessons, taught by Native Masters.

ALEXANDRIA: 26 Rue de l'Eglise Copte.
CAIRO: 1 Sharia Kamel.

TRIAL LESSON FREE.

SPATHIS'S GRILL ROOM.

61B SOUBER-ST., ALEXANDRIA.

Greatly enlarged and improved. New Chef. Unrivalled cooking. English specially catered for.

8321-1-6-906



ST. MARY'S SCHOOLS,

KASR-EL-DOUBARA, CAIRO.

TELEPHONE 133.

Boys' School: Staff: four English University men, five French, Arabic, and Drawing Masters.

Girls' School: three English Mistresses: (one Teacher's Diploma 1st class Cambridge University, Cambridge Higher local Diploma. One Teacher's Diploma, Royal Academy of music, London. One associate of Arts, Oxford University). Three French (Brevi Superior) and Arabic mistresses.

Fees: Full Boarders L.E. 36 per an. Half Boarders L.E. 18 per an. Piano, violin, and omnibus extras.

Schools re open Oct. 4.

Apply to Reverend N. Odeh, Principal.

26468 6-5

CHURCH OF SCOTLAND.

SESSION 1905-1906.

THE BOYS' SCHOOLS
Re-open Monday, 2nd October.

THE GIRLS' SCHOOLS
Re-open Wednesday, 4th October.

ADDRESS THE PRINCIPALS. 26442 3-2

ENGLISH SCHOOL, NICOSIA, Cyprus.

Director: Rev. F. D. Newham, B.A. Cambridge. Head Master: P. Mayall, Esq., B.A. Cambridge, assisted by a competent staff of English and other Masters.

SUBJECTS.—English, French, Arabic, Greek, Mathematics, &c. Turkish and Latin if required.

GAMES.—Drill, Cricket and Football are played regularly, according to season, with the Masters.

Boarders are under the charge of the Head Master and an English Matron.

Next term begins 27 Sept.

Apply to the Director. 26451-10-9

National Bank of Egypt.

5me Emission.

La NATIONAL BANK OF EGYPT a l'honneur de porter à la connaissance de Messieurs les détenteurs des titres de la susdite émission que le premier appel de £5 est payable à ses bureaux au Caire ou à Alexandrie à partir du 30 Septembre courant. 26455 6-5

CIGARES de la HAVANE

de provenance directe et de toutes les meilleures marques

Nicolas G Sabbag
IMPORTATEUR GENERAL
FOURNISSEUR DE S.A LE KHEDIVE
et de tous les grands Clubs et Hôtels d'Egypte

2—Rue de la Gare du Caire—2
ALEXANDRIE

Adresse Télégraphique: SABBAG, ALEXANDRIE
Téléphone No. 889.

24608-10-905

DAILY WEATHER REPORT

OBSERVATIONS BY SURVEY DEPARTMENT.

For the 24 hours ending 8 a.m. Yesterday

ALEXANDRIA.

Direction of wind	Calm
Force " "	Calm
Reads of Sun	10.5
During Max. Temp. in the shade	34.3
24 hours Min. do. do.	24.3
ending Humidity	82.0
8 a.m. Rainfall	

REMARKS.

The day again opened hazy but cleared later. The barometer is rising.

OTHER STATIONS.

Stations.	Max. temp. in the shade.	Min. temp. in the shade.	Stations.	Max. temp. in the shade.	Min. temp. in the shade.
Port Said	30	26	Merowe	41	26
Suez	33	19	Berber	43	30
Ismailia	30	18	Suakin	—	—
Helouan	31	17	Khartoum	41	30
Assiout	34	18	Wad Medani	43	33
Luxor	36	20	Dongola	40	29
Wady Halfa	37	24			

FOREIGN STATIONS.

Stations.	Baром.	Wind.	Temp.	State of Sea
Trieste	757.8	Calm	13	Calm
Malta	760.3	Fresh	30	Moder.
Brindisi	—	—	—	—
Athens	—	—	—	—
Limassol	757.3	Almost calm	26	Very slight

PHASES OF THE MOON

		THE SUN. Rises a.m.	Sets p.m.
Sept. 6 First Quarter	6. 9 a.m.	5.34	6.13
" 13 Full Moon	8.10 p.m.	5.39	6. 4
" 22 Last Quarter	8.14 a.m.	5.43	5.52
" 29 New Moon	6. 0 —	5.47	5.46

THE EGYPTIAN GAZETTE.

SUBSCRIPTIONS.—Alexandria, Cairo, and the Interior of Egypt (including delivery in Alexandria or postage to subscriber's address) P.T. 231½ per annum, P.T. 116 for six months, P.T. 80 for three months. To other countries in the Postal Union P.T. 975 (£9.16s.) per annum. Six months P.T. 136½ (£1.8s.), three months P.T. 95 (0.19s.)

N.B. — Subscriptions commence from the 1st or 16th of any month.

ADVERTISEMENTS. — P.T. 4 per line. Minimum charge P.T. 20. Births, Marriages or Deaths, not exceeding three lines, P.T. 20. Every additional line P.T. 10. Notices in news column P.T. 20 per line. Contracts entered into for standing advertisements.

SUBSCRIPTIONS and ADVERTISEMENTS are due in advance. P. O. Orders and Cheques to be made payable to the Editor and Manager, Rowland Snelling, Alexandria. London Offices: 35, New Broad-street, E.C.

THE EGYPTIAN GAZETTE can be obtained in London at our office, 35, New Broad Street, E.C., and also at Messrs. MAY & WILLIAMS, 160, Piccadilly, W.

THE "EGYPTIAN GAZETTE" IS PRINTED ON PAPER MANUFACTURED AND SUPPLIED BY THE LONDON PAPER MILLS Co., LIMITED (SALES OFFICE: 27, CANNON STREET, E.C.

BIRTH.

RICHMOND.—At Ashmount, Moffat, Scotland, on the 31st inst. the wife of J. S. Richmond, of a son.

The Egyptian Gazette

An English Daily Newspaper, Established 1880.

Editor & Manager: R. SNELLING.

Price: One Piastre Tariff.

FRIDAY, SEPTEMBER 29, 1905.

THE CANAL EXPLOSION.

The Coatham or the greater part of her hull with its explosive freight has vanished, the menace of dynamite has disappeared and all is over but the dredging and the press paragraphs and the litigation. Port Said, after alarming anticipations of a bombardment by showers of débris and a shock that would break windows and level walls, has resumed its work, perhaps as one of our correspondents remarked, somewhat disappointed that no damage has been done, and so far the only loss of life reported is among the fishes whose bodies are being picked upon the injured banks or found floating on the water. That there should be some damage to the banks and bed of the canal was inevitable, but it is astonishing that it should have proved so slight. The Asiatic bank suffered the most, the bed under the Chatham's magazines was depressed some 22 metres by the force of the explosion which raised it in many other places over ten feet, but the banks did not collapse and the tidal wave which it was feared might rush north and south to wreck vessels and wash away the sides of the canal, failed to make its appearance, to the great relief of the shipping in the harbour. But the fact that the explosion was less formidable than had been expected in no way diminishes the credit due to Mr. Harris and to the Government. Mr. Harris, in spite of an experience of explosions that puts the record of the most uneasy monarch or the most militant nihilist in the background, was faced by a problem for the solution of which few, if any, data were available. The Aboukir explosion—a world's record till Thursday—took place far out to sea and the results of the explosion of 16 tons of dynamite under such circumstances could not afford valid conclusions as to the consequences of exploding 100 tons in the canal. Mr. Harris, however, faced the situation with confidence, carried out the difficult and somewhat dangerous preliminaries with success and had the gratification of witnessing the complete success of his arrangements and the confirmation of his optimism as to the danger of the proceeding. Mr. Harris has deserved well of Egypt and of the world's shipping and we offer him congratulations on his triumph.

The Government, on realising the situation, acted promptly and vigorously. The Canal Company seconded its efforts. Soldiers and policemen formed an effective cordon, measures were taken to restore railway and telegraphic communication as soon as possible after the explosion and dredgers and repairing gangs were kept in readiness to set to work on the banks and bed of the canal. Not a single person was killed, injured, or apparently seriously disturbed by the explosion, the damage done to the railway was infinitesmal, to the wires slight, and the canal it seems will not be blocked for more than a week at most. "All's well that ends well" is the quotation that best suits the circumstances: meantime we have to thank the Suez Canal Company and the Railways Administration for the facilities kindly offered to our representatives and those of the many other organs of the Egyptian Press and to mention our great debt to our Port Said correspondent who enabled us to anticipate our confrères in publishing the first accurate summary of the results of the explosion.

THE GERMAN SOCIALISTS.

The members of the German Social Democratic Congress in Berlin, like members of other congresses elsewhere, have been largely occupied in quarrelling among themselves. There is a rather bitter controversy raging between the old Socialists and the new. The followers of Herr Bebel, the veteran leader, are still, so to speak, waving the red flag of '48. They believe in the doctrines of Karl Marx and Lassalle, and continue to repeat them. These moderate reformers would be perfectly content with a few trifles such as the nationalisation of the land, the abolition of all private property, the confiscation of stocks and shares, the extinction of private ownership, and the conversion of the State into the supreme capitalist and sole employer of labour. On the other hand, there is a large party, including most of the younger leaders of any ability, who point out that this remarkably temperate and reasonable programme, whatever its theoretical merits, is a little difficult of realisation. Pending the complete reconstruction of society from top to bottom, they submit that it might be more politic to concentrate attention on a certain number of reforms which are somewhat less difficult of attainment. These so-called political socialists are haughtily scoffed at by the old stalwarts, who denounce them as little better than allies of the capitalist. Indeed, some of them are capitalists themselves. Nevertheless, the political socialists are gaining ground with the working-man, and the old rigid group seems likely to be reduced to a comparatively unimportant faction.

The fact is the modern German social democratic party scarcely deserves more than half its name. It is becoming much more democratic than socialistic. It is true that socialism is cherished as a pious opinion by many German artisans, as for that matter is the case all over the world. Our own trades unionists at their annual conferences pass resolutions in favour of nationalising some forms of property and confiscating others as a matter of course, though most of them are themselves property-owners and capitalists in a small way, with shares in co-operative societies and money in benefit clubs and savings banks. Socialism is so vague a creed that anybody may hold it without much thought of putting its tenets into operation. Such is the situation of a good many of the German social democrats. In practice they have become largely transformed into mere radicals. It is not so much revolution they are seeking as the redress of grievances and the concession of certain rights which have been granted to their fellows in other countries. They would like, for one thing, to make constitutional government a reality. In Germany they have a Parliament and a very wide franchise, but there is scarcely responsible government in the British sense. The executive is not under the control of Parliament, and the Parliament is not under the control of the majority of the electorate. Owing to plural voting, property qualifications, and the manner in which the constituencies are arranged, one vote has by no means one value. If it had, the social democrats would constitute more than half the Reichstag, for more votes were cast for their candidates at the last general election than for all the other parties put together.

WINDSOR HOTEL Restaurant

Table d'Hote Luncheons & Dinners
Served on the Terrace.
ORCHESTRA PLAYS 6 TO 11.30 P.

ENGLAND AND JAPAN.

WORLD'S RECEPTION OF TREATY.

ALARM IN RUSSIA

PARIS, September 28.

The French press has received the Anglo-Japanese treaty favourably, and it is believed that there is no reason why it should cause any ill feeling between Great Britain and Russia, and that the safety of Indo China is strengthened by the alliance of Japan with a power which is in excellent relations with France. *(Reuter)*

ST. PETERSBURG, September 28.

Article IV. of the treaty is viewed with alarm here, and it is considered that it is open to the widest interpretation. *(Reuter)*

BERLIN, September 28.

A few of the weighty German papers consider the treaty unobjectionable. The rest declare that it is most menacing and urge a Russo-German counter alliance, of which it is believed that M. Witte's visit is the precursor. They advocate the inclusion of France in the alliance. *(Reuter)*

ST. PETERSBURG, September 28.

The "Novoe Vremya" says that the Anglo-Japanese alliance enslaves Asia, and that it is aimed particularly at Russia. It enables the allies to co-operate either for the eventual annexation by Great Britain of part of Afghanistan, or of Northern Saghalien by Japan. For these reasons Russia must counterbalance the treaty by a new alliance.

Liberal circles here welcome the alliance as tending to restrain aggressive policy, and to concentrate the attention of Russia to the improvement of the home situation. *(Reuter)*

FRANCE AND GERMANY.

AGREEMENT SIGNED.

PARIS, September 28.

The agreement between France and Germany with regard to Morocco, which was signed at Paris to-day, is virtually a confirmation of the agreement of the 9th July. The French are satisfied because it is considered to be a recognition on the part of Germany of the legitimacy of French colonial expansion. *(R.)*

PARIS, September 28.

M. Rouvier and Prince von Radolin have signed the Morocco agreement. The conference will meet at Algeciras. *(Havas)*

THE CHATHAM EXPLOSION.

PORT SAID, September 28.

The explosion of the Chatham blew the vessel to pieces and threw a huge column of water, sand, and débris 2,000 feet into the air. The East bank of the Canal is destroyed for a distance of 600 feet. The West bank is undamaged. It is impossible to state when the Canal will be opened for navigation, probably it will be after four days. *(Reuter)*

THE SUCRERIES.

FURTHER DIFFICULTIES FEARED.

PARIS, September 28.

New financial difficulties are feared by the Sucreries. *(Havas)*

M. WITTE ARRIVES IN RUSSIA.

ST. PETERSBURG, September 28.

M. Witte has arrived. He was greeted very warmly. *(Havas)*

ST. PETERSBURG, September 28.

M. Witte had a long conference with Count Lamsdorff to-day. *(Reuter)*

GENERAL STOESSEL ILL.

MOSCOW, September 28.

General Stoessel has had a paralytic stroke *(Reuter)*

SPORT AND PLAY.

ALEXANDRIA SWIMMING CLUB.

In view of the 3rd annual aquatic sports, members will please meet the handicapper at the Marina to-morrow. Boats will leave the landing stage at 3 and 4 p.m. for the Khedivial Floating Dock.

ST. ANDREW'S CHURCH,

ALEXANDRIA.

The Sacrament of the Lord's Supper will be celebrated in this Church on Sunday next at 10.30 a.m. Visitors and friends are cordially invited.

THE SUCRERIES SITUATION.

DEATH OF M. DE LA BOUGLISE.

Our Cairo Correspondent telephones that M. de la Bouglise, while leaving a confectioner's shop in the Sharia el Manakh in company with M. Leroux at 6.30 p.m. yesterday, suddenly staggered and fell. Medical aid was unavailing, death, which is stated to have been caused by heart disease, having been instantaneous. The body of M. de la Bouglise was removed to the French hospital from which the funeral will start at 4 0 p.m.

The sad news caused considerable excitement on the Alexandria bourse this morning, the shares of the Société des Sucreries falling to 45 from 50 frs.

Sir William Willcocks has been appointed by Judge Tuck as the third agricultural expert to replace Nourisson Bey. The Société des Sucreries is to be congratulated on its choice since it would be difficult to find in Egypt one more suitable in every way to fill this difficult and important position.

(By Telegraph).

Cairo, Friday 11.4 p.m.

M. de la Bouglise, who has been suffering from arterio-sclerosis for a long time, died suddenly in Sharia Soliman Pasha from an attack of angina pectoris. His death was notified by the French consul yesterday evening.

THE PRINCES AND THE DAIRA.

LETTER FROM LORD CROMER.

Our contemporary "Al Lewa" publishes an important letter from Lord Cromer to H.H. Prince Ibrahim Pasha Halim concerning the action to be brought by the Princes, sons of the late Khedive Ismail, against the Government claiming the restoration of the remaining surplus of the Daira Sanieh after the satisfaction of all the creditors of the said administration, as being heirs of the former owner the late Khedive. One of the claimants, Prince Ibrahim Pasha Halim according to our contemporary, wrote to ask Lord Cromer's opinion on his claim. Lord Cromer's reply left no doubt as to his opinion; he expressed his agreement with the view of the Contentieux and after drawing the attention of Prince Ibrahim to the opinion he had given in 1878 when serving on the Commission of the Egyptian Debt, viz., that the Daira properties had been illegally acquired, that their acquisition was prejudicial to the interests of the country and that the Khedive should restore the properties illegally obtained, he added: — "I still maintain my opinion and regret to inform your Highness that not only am I unable to support your claim but that should the Egyptian Government be disposed to admit it, I would be obliged to protest in the most effective fashion in the interests of the Egyptian people and taxpayers."

This excellent and uncompromising answer appears to have greatly annoyed our confrère, Mustapha Pasha Kamel, who calls upon the Egyptian public to show their resentment at the affront offered to the sons of the late Khedive Ismail and to support the demand of the princes for the restoration of their rights. We imagine that the Egyptian public will prefer Lord Cromer's advice to that of the "Nationalist leader" and Turkish pasha.

CHEMIN DE FER DE L'ORIENT.

We are informed that the number winning the first prize in the Chemin de Fer de l'Orient lottery is 41698, provided there is no error due to faulty transmission by telegraph.

ASILE KAISER WILHELM.

A concert was given on Tuesday afternoon at the Asile Kaiser Wilheim under the patronage of the vice-consul of Germany by Mme Meyer and her pupils and was very largely attended. Mme Tonelli, sister of the well-known Alexandria musician Professor Lombardo, also assisted, playing a duet with Mme Meyer which was very much appreciated and in which both ladies showed great musical talent. MM. Astorre and Michel Mabardi sang together in an excellent manner, and M. Amodio greatly pleased the audience by his rendering of a selection from the opera *Aida* which he played on the violin. M. Egon Mabardi recited excellently. We must also mention Miles Lea Ponta, Eveline Tonelli, Marie and Olga Philippides, all of whom performed their part of the programme most faithfully and showed a wonderful technical knowledge of music, although they are still quite children.

THE FAYOUM MURDER.

The "Bashkholi" of Messrs. Green's ezbeh with his brother, son, and daughter-in-law, the late M. Matalon's cook, and his ghaffir have been arrested with ten other araab, who are believed to have aided and abetted the actual murderers, if they were not guilty themselves. The inquiry continues.

CARLTON HOTEL.

BULKELEY (near Alexandria.)

RAMLEH'S FASHIONABLE HOTEL

PATRONISED BY THE ELITE.

Full Pension from P.T. 40 a day. Visitors from Cairo alight at Sidi-Gaber station.

C. AQUILINA, Proprietor.

THE CHATHAM EXPLOSION.

MR. HARRIS' GREAT SUCCESS.

WATER ASCENDS 500 YARDS.

(FROM OUR PORT SAID CORRESPONDENT.)

Port Said, Thursday 2 p.m.

I am now able to send you full details of the world's record dynamite explosion, which, as I telegraphed you as soon as the wires were in working order at 1.30 p.m., was successfully performed, and if I may be allowed to say so, reflects the greatest credit upon Mr. Harris. The divers, who had been specially selected on account of their previous experience and because they had been down all over the ship on former occasions, were on the scene last night as well as tugs and material, so that all should be in readiness for laying the mines at the first streak of dawn. Mr. Harris, his two assistants, Mr. Schmitt and Mr. Plum, Lieutenant Cunningham and the interpreter, left here at 5 a.m. in the Albatross arriving at Ras el Esh at 5.45 a.m. where they dropped Mr. Plum who proceeded to kilometre 15.5 to prepare the north end of the firing wires and cut everything else. At Ras el Esh the party took on board two skilled telegraph wire workers and the vessel left at once, towing the dahabeah, with the charges on board, after them, to the Chatham. The mines were made up in huge bolsters of sail canvas and each had two submarine detonators in them with about eight feet of cable attached, to which the submarine cable was to be connected.

Arriving alongside the Chatham the divers were at once sent down to open the hatches ready for lowering the mines into place, whilst Mr. Harris himself proceeded to attach the connecting wires. These were each of 100 yards long and were, at the proper time, led ashore and fixed on to Nos. 2 and 4 telephone wires on the posts on the canal bank. The joints were made most carefully, and in about half an hour the 300 lb. mine for No 1 hold was ready for lowering. The mine was put into a canvas hammock, the rings of which served as slings. All was now ready, and the charge was carefully raised and put into a boat, which, in its turn, was taken under the derrick head with which the dahabeah had been specially fitted. The piece of cable which was to connect the mines in Nos 1 and 3 holds being attached, and the joint being covered with guttapercha, the mine was lifted by the winch and gently lowered to the divers who were standing on the trunk deck waiting for it, some 14 feet below the surface. Great care and gentleness was exercised in the lowering of the charge as it would have been absolutely fatal had the mine received the least shock, and after some little time taken in manipulating the awkward "baby" it eventually, some 15 minutes later, lay resting on the cases of dynamite in the vessel's hold. To avoid any shock, the rope by which the mine was lowered, was then cut, and the dahabeah with its greatly relieved operators on board proceeded to the next hold to which the divers had already gone, whilst the cable which would complete the circuit between the two charges was unrolled from a boat. Before going any further the first shore line was sent away and tied to a post as it was not safe to connect in any way with shore lines until all the work on the Chatham had been finished.

The divers then opened up hold No. 3 whilst Mr. Harris went on with his joints and connections, if anything more carefully than before. All being ready at eight o'clock, the second charge was lowered in its hammock and placed in close proximity to the case of detonators, which had been the Canal Company's "bête noir" in the early days of this dangerous and most anxious problem. By 8.15 a.m. all was ready, and the boats were sent away to the tugs waiting some little distance north of the ship, and these vessels at once left for Port Said at top speed. Mr. Harris and his little select group then went about their final shore connections, whilst Mr. Tillier telegraphed to Port Said to hoist the signal which would tell the people of that town that in an hour, viz., at 9.50 a.m., the wires would be fired. In a few moments the wires were connected and the party left for the firing point where were assembled Mr. Tillier, Mr. Coullant, Mr. Doyen, Mr. Schmitt, and Mr. Perrier, no one else being allowed within the cordon of soldiery which had been drawn at an early hour at kilometre 3.1.

Arriving at the firing point, kilometre 12.52, the experts proceeded to test the wires, the result of which would prove whether the explosion would occur or not, for were there the very least fault in the wires or connections the galvanometer would shew at once the uselessness of proceeding further, and the need for at once lifting the charges anew and making new joints and examining the whole length of three miles of wire. The galvanometer registered a force of 11, and with a sigh of great relief the party lit up pipes and cigars to await the appointed time knowing that the ship would go up the moment the twist exploder lever was put down.

At 9.45 a.m. the first wire was screwed on to the exploder and in four minutes the other wire was treated similarly, whilst the little party stood round, watches in hand, waiting the word from Mr. Tillier on whose time the order to hoist the Port Said signal was made. Precisely at 9.50 a.m. Mr. Harris quietly took out his handkerchief and firmly grasped the lever, thrusting it down with all his force. Instantaneously, and before he had taken his hand off the lever, a shock was felt as if the ground had been struck heavily in the near vicinity, and an immense column of water, sand, débris, stones, and pieces of iron ascended and continued to ascend for five seconds, getting blacker every moment as the fragments increased in number. The column appeared at first like a huge fountain, and as it grew it assumed the form of an immense black tree with great branches. Up it went with great rapidity, growing in height, density, and volume, till 15 seconds after the explosion it had attained a measured height of 550 yards and had spread the width of the canal twice over. The water boiled and foamed, being scattered the while in a hundred ways all across the canal. The report, which resembled that of a 4.7 gun at a distance of say 500 yards, reached the firing point 16 seconds after the lever was put down and considerably surprised me by its feebleness. I think most of the other untechnical watchers, like me, expectated a much louder report and several of them remarked on the weakness of both sound and shock. Thirty-five seconds after the charges were fired, the greater part of the débris had fallen, but for fully two minutes the air was full of mist and the water above the remains of the unfortunate ship continued to boil up violently and tear up the banks of the canal.

Whilst awaiting the train, which was in readiness with some 50 guests on board at kilometre 8, the party amused itself in trying to discover the extent of the damage to the canal, but the distance was too great and nothing was certain. No tidal wave accompanied the explosion though a current with a velocity of about two miles an hour ran past kilometre 12 and back some few minutes after; nor did any débris reach the spot—both of which points Mr. Harris had declared himself sure of.

The train arriving shortly after, the party proceeded slowly, fearing accidents to the lines at Ras el Esh where telegraph line staffs were stationed to get their lines at once in order. Slowly and carefully we went on to kilometre 18 and there stopped, finding the line smothered in grass, reeds, trees, telegraph wires, fragments of iron etc., and the country inundated, but rapidly drying, for some 1,000 yards round the spot.

With great excitement the guests and Mr. Harris' party left the train and crossed the fresh water canal by the bridge which had been erected the previous day, finding the fresh water canal intact, though very muddy and thick with weeds, grass, and trees. Arriving on the maritime canal bank walking became difficult. Wires, posts, pieces of ship's plates, beams, and frames were sticking up in all directions and the surface of the ground was under water in places, and muddy in the extreme.

No telegraph posts were actually down but all the wires were off the posts, lying about everywhere and covered with a thick coating of oxide. Along the African bank, which had not suffered in the least except for numerous and immense holes in the ground where the masses of water had descended, all was desolation and wreck.

In a circle of about 600 yards radius thousands of pieces of the ship lay in confusion and all the country had been covered deeply in water. Dead fish were plentiful and were secured by the Arabs on the train.

The Railway staff at once proceeded to their survey but found no damage beyond a few loose bolts and the telegraph parties started at once to repair the damage to their lines.

The Asiatic bank presented a truly awful sight with a huge hole driven into it of some 70 yards wide and 250 long, strewn with wreckage and coke in a fine powder.

The fore end of the ship as far as abaft the engine room had completed disappeared, the mainmast in small pieces lay resting on what little remained of the poop and no signs were visible of anything else belonging to the ship except the hundreds of pieces with which the East bank and its environs were strewn.

Immense fissures were cut in all directions, the wreck lay everywhere in thick mud, half a mile way great pieces of engines and plates were standing sentry over the surrounding waste of marsh and desert. All was black from the coke dust and smelt strongly of nitro-glycerine, the fumes from which were continually rising from what was left of the vanished but famous Chatham.

A hurried survey with the lead line was made before the officials and Mr. Harris' party left for Port Said after their most anxious and tiring day. At the spot where the fore end of the ship lay yesterday there were 22 metres of water. The depths varied from 20 to 15 metres and in the middle of the canal, where originally 9 metres covered the bottom, only 6, or even less, could be measured. The shock had excavated hundreds of tons of mud and sand and deposited it towards the African shore.

Railway traffic was resumed this afternoon by 3 o'clock, whilst the State telegraph lines were repaired and in use by half past one and those of the Canal Company only half an hour later. Great relief is felt at the little damage which has been done and Port Said especially congratulates itself upon the escape of its fresh water supply from any interruption, as this was regarded as more than possible. It cannot be definitely said for how long the canal traffic will be delayed but I hardly think that a clear passage will be obtained for another ten days. I shall, however, be able to tell you more when I have learnt the results of the soundings which are, at the time of writing, being taken. Tugs, divers, sounders, and dredgers are all on the spot and the Canal Company officials are displaying the same activity which they have shown ever since the boat caught fire on the 5th inst. Mr. Harris, upon whom the responsibility of the carrying out of this experiment lay, must indeed be pleased with the result of his work, and fully deserves all the congratulatory terms which I hear on every side, whenever his name is mentioned, which is not seldom.

(FROM ANOTHER CORRESPONDENT.)

A remarkable example of the terrors of the unknown has been afforded by the scare created in Port Said by the blowing up of the Chatham which was successfully effected shortly before ten o'clock. Shops in the town remained unopen, people left their houses in fear that they would collapse, and in a variety of other ways showed their dread of the effects of the explosion. And yet when it did take place, even the sound of it in the still morning air was so dull that it might well have passed unnoticed by any one not expecting anything out of the common. Seated on a chair placed on the frail covering of the water tank on the roof of the Eastern Exchange and exposed to the full glare of a burning sun, with eyes or glass fixed on one spot, the time of waiting seemed long. The signal flag was hoisted on the Canal Company's offices a little before nine o'clock. The hour struck, all of us, (about a dozen) were gazing intently on the distant landscape, but the minutes went by, the chimes told the quarter-past, half-past, and a quarter to ten without the least sign of anything having happened. But directly afterwards two or three steam launches were seen to be rapidly coming in the direction of Port Said and it was evident that the moment for which we were eagerly waiting was at hand. At seven minutes to ten a huge grey column slowly rose and spread out like a tree, disappearing again in the space of a few seconds, almost before the dull muffled sound of the explosion was heard. This column rose to an enormous height impossible to estimate, and consisted of water and sand, though it looked more like smoke. Not the slightest earth tremor could be detected and the water below us was not in the least disturbed.

I understand that little more than I have described was experienced by those who went by the special train and who were unable to get any nearer than five miles from the scene of explosion.

Altogether the damage done has been far below even the minimum estimate and it seems to be only a question of the removal of the wreckage of the ship and the time in which this can be effected, before the traffic of the canal can be resumed. The present estimate is that it will take about three or four days only.

(By Telegraph.)

Port Said, Friday, 9.22 a.m.

The following were present at the electric generative station at kilometre 12 yesterday:—MM. Coullant, Tillier, Doyen, Jusserand, Schmitt, Lieutenant Cunningham, Mr. Harris and his two assistants. The first wire was connected at a quarter to ten exactly, the second at 9.49 a.m. and the explosion took place in less than one second after Mr. Harris had pressed the lever of the twist exploder. In one second the column of water had risen to a height of 100 yards, in eight seconds it measured 400 yards and in twelve seconds a height of 550 yards was reached. Then the débris was seen to rise in great masses, and pieces of iron weighing more than a ton were thrown into the air as high as half a mile. The mixture of water, sand, and débris continued to rise for thirty five seconds. It is anticipated that further explosions will be necessary to complete the destruction of the vessel. Prompt measures were taken by the Canal Company officials towards repairing the damage done. At two o'clock sounding and repairing gangs, engineers, divers, and dredgers were hard at work and careful surveys were being made. The length of time for which the canal traffic will be interrupted cannot be estimated accurately until the report which the engineers make as a result of their survey is to hand, but it is generally anticipated that it will be a week. Mr. Harris, however, considers that ships will be able to pass through in safety in less than a week's time.

PERSONAL AND SOCIAL.

H.H. The Khedive remained at Montazah to-day and attended Friday prayers at the Montazah Mosque.

H.E. Coles Pasha, C.M.G., inspector general of the Prisons Department is returning to Egypt by the Bibby liner Cheshire leaving Marseilles on the 6th proximo.

Sir Elwin Palmer will arrive in Cairo on Tuesday next from England.

Mr. K Speir, the newly appointed secretary general of the State Railways, will arrive in Cairo from England on the 4th October.

Mr. John Perret has been appointed surveyor of the Zifta circle of irrigation at a salary of L.E. 18 per month.

The P. & O. Persia leaving Marseilles to-day for Port Said is bringing out a good number of well known residents amongst whom are Sir Malcolm McIlwraith, H.E. Crookshank Pasha and Mrs. Crookshank, Schaloh Bey, Mr. and Mrs. C. Snow, Mr. and Mrs. Hooker, Captain McMurdo, Mr. and Mrs. Noel Beyts and the Misses Beyts, etc.

PASSENGER LIST.

DEPARTURES.

Le paquebot Pereo, de la Cie Florio Rubatino parti hier pour Gênes avait à bord: Mlle Sommer, M. Catalafago, cap. Silvestri, M A Capsa, M. Charon, M. Fechoz, M. Max Jabaties, Willie Betts, M. N. Ferri, M. John Stevens, M. P. Soricote, M. R. Leoni, M. J. Watson et 18 passagers de 3me classe.

EGYPTIAN SHARE MARKET.

(FROM OUR FINANCIAL CORRESPONDENT).

London, September, 22.

The dominating factor during the earlier part of the week has again been the money market and the question as to what action would be taken by the directors of the Bank of England at their meeting yesterday was discussed. Opinions were fairly evenly divided respecting a rise in the Bank rate, but those discount houses which accepted six months Bank bills at $2\frac{1}{2}$ have proved correct in their anticipations rather than those which declined them under $3\frac{3}{8}$, for no change was made by the directors yesterday, the weekly return showing a stronger position than was expected. The Bank rate therefore remains for the present at 3 %. The opening of the markets yesterday shows that this was pretty well anticipated before midday with the consequence that there was a more cheerful tendency all round, and prices generally hardened. Consols, which we quoted last week at 89 $\frac{11}{16}$, have been up again to $89\frac{3}{4}$, and to-day close at 89 $\frac{9}{16}$. This upward tendency has permeated all other gilt-edged securities, and they may be said to be on the advancing tack again.

Foreign Government bonds gained renewed strength on Continental buying. Japanese stocks were in special request on a report which comes from a creditable source that Japan is already receiving large sums of money in respect of the Manchurian railway. The new loan is quoted at $4\frac{1}{2}$. Russian bonds have been firmer, it being reported that M. Witte has had an interview with Messrs Rothschild, Baron Hottinguer, and Herr Fischel, of Berlin, for the purposes of raising a "Peace" loan. The situation is considered favourable for the launching of this shortly, and it is believed that the loan will be offered in France, Germany, Belgium and Holland, but not the United States.

In the Home Railway market, increased traffics, the result of the steady improvement in trade, have produced a hardening tendency in prices. The amalgamation of the Great North of Scotland Railway with the Highland Railway, which is now on the tapis, and will probably be consummated ere long, is looked upon favourably. The American market has been stronger throughout the week, and Canadian Pacifics have taken the lead again. Notwithstanding that the bulls have been taking profits, the shares have steadily risen, and it is predicted that they will shortly reach 200.

There is little to report regarding movements in the Egyptian share market generally. Stocks have been quite inactive since our last, with, if anything, a slightly easier tendency. It is expected that the new Bank of Abyssinia is about to make its appearance under the auspices of the National Bank, and, although nothing definite is yet known of the exact nature of the issue, it is favourably spoken of. It is believed that the last issue of New National Bank shares was connected with the Abyssinian venture. National Banks close to-day $27\frac{1}{2}$ and Agricultural Banks $14\frac{1}{2}$.

The only news to hand since our last with reference to the Société des Sucreries et de la Raffinerie d'Egypt is that the accounts show a loss of L.E.213,000 over a period of ten months to the end of August last. In this is not included a deficiency of £920,000 which must be added to the former sum in the event of the Company being declared responsible for the bills drawn by M. Cronier. Daira Sugar shares are still quoted $4\frac{3}{4}$ and Daira Sanieh $27\frac{1}{2}$. Some business has been taking place in the $6\frac{1}{2}$%. Preference shares of Walker and Meimarachi which are quoted at $3\frac{1}{4}$ to $4\frac{1}{4}$.

In the mining market, the week has ended with a slightly firmer tendency in prices, and in the Rhodesian market Bankets are well maintained at £4. Mr. Garthwaite's report, whilst not entirely optimistic, is looked upon with more or less favour as giving a true version of the real state of affairs in the Banket section.

In the Egyptian mining market, Nile Valleys have slightly eased off since last week, and are now $1\frac{1}{16}$. "Vigilant," in "Truth," says regarding these:—"Nile Valleys are being favourably influenced by a cable announcing that good rich ore has been located at the 200 feet level, the extent and value of which has not yet been ascertained. This is pleasant reading bearing in mind the discouraging developments of the past month or so."

New Egyptians have also been easier at $1\frac{3}{8}$, whilst 15/ is the best price for Egyptian Mines Exploration. Egyptian Estates and Egyptian Trust are also quoted at lower figures. United African Exploration, the mother company of several Egyptian ventures, have improved in price to $1\frac{1}{4}$.

SAN STEFANO CASINO.

The following is the menu of the dinner at the San Stefano Casino to-morrow evening on occasion of the small dance.

Consommé double glacé
Soles frites Sauce Gribiche
Pommes nature
Quartier d'agneau cultivateur
Chaud-froid de Poulardes belle vue
Asperges en Branche
Cailles de vigne rôties sur canapé
Salade de Saison
Mousse Khédiviale
Gâteau Duchesse
Fruits-Dessert.

ARISTON AERATED WATERS

Guaranteed Distilled.

ALEXANDRIA: 7. Rue de la Poste. CAIRO: [illegible]

SALT AND SODA COMPANY

Nous nous empressons de publier la réponse qu'a bien voulu donner M. Debourg, administrateur de la société, à la demande des actionnaires :

Monsieur le Directeur
de "l'Egyptian Gazette."

Le "Groupe d'Actionnaires" qui, par la voie de votre honorable journal, demande l'explication du retard dans la publication du Bilan et dans la convocation de l'Assemblée Générale de l'Egyptian Salt & Soda Cy. Ltd. aurait obtenu de la direction de la Société la réponse immédiate à sa question, s'il lui avait fait l'honneur de la lui poser directement. Ce n'en est pas moins avec plaisir que je m'empresse de lui donner satisfaction.

Les précédents bilans de la Société avaient été établis et présentés aux Assemblées Générales aux dates suivantes :

Dates de clôture des Bilans		Nombre de mois d'exercice	Dates de présentation aux Assemblées Gén.
31 Décembre	1900	14 Mois	29 Avril 1901
31 „	1901	12 „	16 Mai 1902
31 „	1902	12 „	Présentés ensemble le 14 Octobre 1903
et 30 Juin	1903	6 „	
31 Mars	1904	9 „	11 Juin 1904

On voit par ce tableau que jusqu'à présent la périodicité des bilans a été inégale, — ce qu'il n'est pas dans l'intention du Conseil de continuer — mais un inconvénient non moins sérieux résidait dans le fait qu'aucune des dates auxquelles ils ont été clôturés ne correspondait à la fin d'une campagne d'affaires, en ce qui concerne tout au moins l'exploitation des usines.

Un élément essentiel de tout bilan d'industrie est l'Inventaire des usines et des magasins et il est généralement reconnu que l'époque la plus favorable pour dresser un inventaire de cette nature est la fin de la campagne et non le milieu. Pour l'industrie des huileries en Egypte, c'est le 31 Août, date admise pour la clôture de la saison cotonnière.

Le Conseil d'Administration élu par la dernière Assemblée Générale à Londres, convaincu de la nécessité de faire concorder le commencement et la fin des exercices sociaux avec les dates d'ouverture et de clôture des campagnes commerciales d'Egypte, a décidé qu'à l'avenir les bilans embrasseraient la période de douze mois comprise entre le 1er Septembre d'une année et le 31 Août de la suivante et que le premier bilan à présenter à l'Assemblée Générale serait arrêté au 31 Août 1905.

Ce bilan est en préparation. Le travail qu'il comporte cette année se trouve exceptionnellement compliqué de l'unification des comptes de la Société des Huileries et de l'Egyptian Salt and Soda Cy., consécutive à la fusion et de l'ouverture au 1er Septembre d'une comptabilité apropriée au nouvel état de choses.

Le Conseil d'Administration apporte à ce travail toute la diligence voulue et ne néglige rien pour abréger, autant que possible, l'impatience des actionnaires.

Veuillez agréer, Monsieur le Directeur, l'assurance de mes sentiments les plus distingués.

EUG. DEBOURG.

AUX SUCRERIES

Nous extrayons du "Progrès" l'entrefilet suivant :

Contrairement à ce qui a été dit par un de nos confrères, MM. Leroux, de la Bouglise, Poutrel, Pangalo et Ninci n'assistaient pas à l'entrevue que Harari pacha a eu hier matin avec l'hon. A. J. Davey, aux Sucreries. Ces Messieurs n'avaient, en effet, aucune qualité pour prendre part à la réunion. M. Ninci, en particulier, bien que simplement démissionnaire, doit être considéré comme effectivement licencié, ayant été mis en demeure ou de donner sa démission ou de recevoir une lettre de renvoi. Nous apprenons de la source la plus autorisée, que cette grave mesure a été prise à l'égard de M. Ninci par suite de détournement de pièces, dont il se serait rendu coupable : un document important serait encore dans les mains de M. Ninci. La lettre par laquelle l'hon. Davey a accepté la démission de l'ancien administrateur fait d'ailleurs toute réserve sur sa gestion.

Universite Populaire Libre d'Alexandrie

L'Université Populaire Libre d'Alexandrie reprendra ses cours et ses conférences à partir de lundi 2 octobre prochain.

Un avis ultérieur indiquera l'horaire et l'ordre des cours. L'entrée aux cours et conférences est libre et gratuite.

BULLETIN DE LA BOURSE

(Aujourd'hui à midi et demie)

Aujourd'hui le marché est en reprise sensible par suite d'achats suivis. Toute la cote est en hausse et les transactions ont été nombreuses, en particulier pour la National Bank, l'Agricole et les Estates.

La National Bank remonte de 27 7/16 à 27 9/16, l'Agricole de 4 3/32 à 14 3/16, la Daïra de 28 à 28 1/8, la Delta de 13 3/16 à 13 1/4, la Land Bank de 9 11/16 à 9 13/16, la Khedivial Mail de 4 1/2 à 4 11/16 et l'Alexandria Water de 15 1/16 à 15 1/8.

Après avoir subi une dépréciation notable ces jours derniers, les Estates reprennent vivement et sont très demandés à 1 1/4.

Par contre, il y a réaction de la Crown Brewery de 219 à 215 et de la Salt & Soda de 34/6 à 34.

Les Sucreries ont débuté à 50, fléchi à 43 pour reprendre à 45 acheteurs en clôture.

MOUVEMENT MARITIME
DU PORT D'ALEXANDRIE

ARRIVÉES

28 septembre

Beyrouth et Port-Saïd ; vap. franç. Congo, cap Rivière, ton. 2330, aux Messageries Maritimes.

Pirée et Cassos ; 2 j., vap. hell. Athènes, cap. Catramatos, ton. 400, à Kechayas.

29 septembre

Manchester et Malte ; 3j. 3/4, vap. ang. Kaffir Prince, cap. Whright, ton. 1402, à Grace & Co.

DÉPARTS

28 septembre

Constantinople ; vap. hell. Marie Reine, cap. Papalas.

Messine et Gènes ; vap. ital. Perseo, cap. Orengo.

Syrie ; vap. franç. Sénégal, cap. Vincenti.

Hull ; vap. ang. Toro, cap. Whitten.

Anteporos ; vap. autr. Anna Goich, cap. Tomic, sur lest.

Taganrog ; vap. ang. Lady Lewis, cap. Daniel, sur lest.

EASTERN TELEGRAPH C°. L^TD.

AVERAGE TIME occupied in transmission of Egyptian telegrams from England to Alexandria on Thursday, 28th Sept., 1905.

OUTWARDS.

Between the hours of 10 a.m. and 6 p.m. (Cairo time)

FROM	Messages handed in at The Company's Offices. (H. M.)	Messages handed in at Postal Telegraph Offices. (H. M.)
London	12	26
Liverpool	17	—
Manchester	13	—
Glasgow	—	—
Other Provincial Offices	—	40

STOCKS AND SHARES

Closing Prices, to-day at 1 p.m

Shares			
		BANKS.	
Lst.	13 ½	Imperial Ottoman Bank	—
„	27 ⅛	Nat. Bank of Egypt ...	—
„	—	do do New	27
Fcs.	426 —	National Bank of Greece	—
Fcs.	818 —	Crédit Foncier Egyptien	9500
		[Lottery Bonds	316½
Lst.	14	Agricultural Bank	9⅜
Fcs.	134 —	Banque d'Athènes	—
Lst.	1	Egypt. Investment Co.	—
„	9	Land Bank of Egypt	85
		LAND, &c.	
Fcs.	970 —	Agric.-Indust. Egypt...	520
		Fond.	950
L.E.	42 ½	Behera Company...	5
Lst.	2	Egypt. Delta Land Co.	—
„	6	Wardan Estate Coy.	5
„	4	Land & Mortgage.	—
„	28	New Daïra Sanieh Fond.	180
„	— —	Corporation of Western Egypt..	1
	33/9 —	New Egyptian Co.	—
		Egypt. Estates Ltd.	1½
		NAVIGATION & WATER WORKS.	
Lst.	5	Anglo-American Nile &c. Co.	98
„	4	Khedivial Mail S.S. &c. Co. Fonds.	23/3
„	15	Alex. Water Company	—
Fcs.	1160	Cairo Water Coy. Fonds.	1150
Lst.	7 ½	Tantah Water Co. Fonds.	—

BOURSE KHEDIVIALE

CONTRATS

Fluctuations de 9h.30 à 1h. p.m.

Cotons F.G.F.Br.

Dans la matinée ; prix plus haut pour nov. tal. 14 21/32 à —/— ; plus bas pour nov. 14 19/32 à —/—.

Graines de coton

Dans la matinée ; prix plus haut pour nov.-déc.-jan. P.T. 57 —/— à —/— : plus bas pour nov.-déc.-jan. 57 —/— à —/—.

Remarques

(De midi à 1h. p.m.)

Coton.—Une certaine demande surgie d'une façon inopinée a changé le calme du matin en une fermeté assez marquée, et la clôture a été très ferme avec un bon courant d'affaires.

Liverpool a été favorable aux haussiers mais le marché du disponible a été calme.

Graines de coton.—Article négligé.

Bateaux partis :

Septembre

23, S.S. Sardinia,	pour	Liverpool,	Ton.	510
24, „ Jeranos,	„	Bristol,	„	2087

Bateaux sous chargements :

S.S. Toro,	pour	Hull,	Ton.	4000
„ Edith,	„	Londres,	„	2000
„ Alecto,	„	Hull,	„	4000
„ Mikado,	„	Hull,	„	4000
„ Glenstrae,	„	Southampton	„	150
„ Ros,	„	Londres,	„	2000

Fèves.—Marché nul.

Bourse Khédiviale, le 28 septembre 1905.

COTONS

copie de la dépêche
DE L'ALEXANDRIA GENERAL PRODUCE ASSOCIATION
à la
LIVERPOOL COTTON ASSOCIATION

(Cours pratiqués ce jour à la Bourse Khédiviale à 9h. 45 a.m.)

Tal. 14 21/32 Livraison Novembre
„ 14 19/32 „ Janvier
„ 14 23/32 „ Mars

Marché quiet

Arrivages de ce jour, à Minet-el-Bassal, cantars 18056

Arrivages de la semaine à Minet-el-Bassal, cantars 75,432

Exportations pour l'Angleterre balles 2,890
„ „ le Continent „ 2,134
„ „ l'Amérique „ 1,297

Stock à Minet-el-Bassal, cantars 282,932

(Cours pratiqués ce jour à la Bourse Khédiviale à 12h.45 p.m.)

Tal. 14 21/32 Livraison Novembre
„ 14 19/32 „ Janvier
„ 14 23/32 „ Mars

Marché steady

MARCHE DE MINET-EL-BASSAL

29 septembre 1905.—(11h.55 a.m.)

Cotons — Clôture du marché du 28 sept. : Calme, mais sans changement

BEURREH

Fair, Fully Fair, Good Fair, Fully Good Fair et Good : Sans changement

HAUTE-EGYPTE ET FAYOUM

Fair, Fully Fair, Good Fair, Fully Good Fair et Good : Sans changement

ABBASSI

2me qualité, 1re qualité, extra: Sans changement

IANNOVICH

2me qualité, 1re qualité, extra: Sans changement

Etat du marché de ce jour, coton : Sans changement

Les arrivages de ce jour se chiffrent par cantars 18948 contre même jour l'année précédente cantars 17606

Graines de coton.—En baisse

	Disponible	Ticket
Mit-Afifi	55½	Rien
Haute-Egypte	55½	Rien

Blés.—Fermes

Qualité Saïdi.—Cond. Saha P.T. — à —
„ *Béhéra* : „ „ „ 118 à 130

Fèves.—Sans affaires

Saïdi : disponible : —

Fayoum : disponible : —

Qualité Saïdi. Cond. Saha P.T. 128 à 135

Lentilles.—Soutenues

Disponible : Rien
Cond. Saha P.T. 120 à 130

Orges.—Sans changement
„ Cond. Saha P.T. 55 à 58

Maïs.—Soutenu
Disponible : Rien.
„ Cond Saha P.T. 93 à 100

Les prix suivants ont été pratiqués ce jour

COTON
C.M.B.
(BASSE-EGYPTE)

par Cantar

Province Béhéra
Damanhour. ... ... De P.T. 300 à 315

Province Garbieh
Kafr-Zayat.. ... ... De P.T. 330 à 335
Tantah. ... ... „ „ 332½ „ 335

Province Menoufieh
Menouf ... ... De P.T. 325 à 330

(MOYENNE EGYPTE)
Province Fayoum
Fayoum ... ... De P.T. 210 à 260

(HAUTE-EGYPTE)
Beni Souef... ... ... De P.T. 255 à 265

SECTION DES GRAINES ET CEREALES

PRIX FRANCO-STATION :		DISPONIBLE	TICKET
Graines de coton Afifi	P.T.	55½	à P.T. —
„ Haute-Egypte	„	55½	„ „ —
Blé Saïdi	„	— —	„ „ —
Fèves Saïdi	„	— —	„ „ —
„ Fayoumi	„	— —	„ „ —

ADMINISTRATION DES DOMAINES DE L'ÉTAT.

AGENCE D'ALEXANDRIE

Enchères de jeudi 28 sept. 1905 à 11h.½ a.m.

Lots		Balles	Cantars	Prix
11,	Santa,	47	326	16 3/8
24,	Doqméra,	41	261	15 13/16
25,	Rowineh,	37	239	16 / —
27,	Santa,	40	270	16 9/16
30,	„	15	99	16 9/16
31,	Rowineh,	45	282	15 15/16
32,	„	86	548	16 / —
34,	Mécir,	69	453	15 7/8
18,	Santa,	35	238	17 /—
19,	„	9	59	17 / —
12,	„	13	94	17 9/16
14,	„	5	32	17 9/16
13,	„	17	120	17 11/16
15,	„	23	163	17 7/8
16,	„	23	167	17 13/16
17,	„	5	34	17 13/16
20,	Sakha,	91	613	17 9/16
21,	„	39	257	17 3/4
28,	Santa,	15	98	18 1/8
29,	„	10	70	18 1/8

Les 8 premiers sont de qualité afifi, 2 nubari, et les autres Joannovich ; tous ont été adjugés à l'Anglo-Egyptian Bank, Limited.

ARRIVAGES

du vendredi 29 septembre 1905
Documents de l' "Alexandria General Produce Association."

		CHEMINS DE FER	BARQUE
Cotons	S/B	2257	—
Graines de coton	sacs	7353	—
Blés Saïdi	„	—	—
„ Béhéra	„	54	—
Fèves Saïdi	„	200	—

Cotons.—Total des arrivages depuis le 1e septembre 1905 jusqu'à ce jour, cantar 124,974

Graines de coton.—Total des arrivages depuis le 1er septembre 1905 jusqu'à ce jour, Ard 88,192

Contre même jour en 1904 :

		BARQUES ET CHEMINS DE FER
Coton	S/B	1876
Graines de coton	sacs	7777
Blés Saïdi	„	160
„ Béhéra	„	994
Fèves Saïdi	„	—
„ Béhéra	„	—

Cotons.—Total des arrivages depuis le 1e septembre 1904 jusqu'à ce jour, cantars 255,944

Graines de coton.—Total des arrivages depuis le 1er septembre 1904 jusqu'à ce jour Ard 160,485

CONTRATS (11 h. 55 a.m.)

Cours de la Bourse de Minet-el-Bassal

Coton F.G.F.Br.

Novembre...	Tal.	14 21/32	à —
Janvier	„	14 19/32	„ —
Mars	„	14 23/32	„ —
Graines de coton			
N.-D.-J.	P.T.	57 —	à —
Février-Mars...	„	58 5/40	„ —
Fèves-Saïdi			
Sept.-Oct.	P.T.	123 —	à 125 —
Nov.-Déc.-Jan.	„	123 —	„ 125 —

REMARQUES

Cotons : Nouvelle récolte. — Malgré le soutien d'Amérique, novembre a ouvert et reste à 14 21/32 plutôt calme et peu actif.

Graines de coton : Nouvelle récolte.— Peu d'affaires, mais ferme. Premier prix pour les 3 mois P.T. 57.

Fèves-Saïdi : Nouvelle récolte.—Marché nul.

Exterieur

Dépêches particulières du 28 septembre 1905

PRODUITS EGYPTIENS

LIVERPOOL

Coton: Etat du Marché.—Calme
Disp.—F.G.F. : 7 15/16 (sans changement)
Futurs Octobre : 7 48/64 (3/64 de baisse)

LIVERPOOL

Graines de coton.—Calmes
Fèves.—Marché nul

HULL

Graines de coton.—Soutenu, mais peu actif
Fèves.—Cours nominaux

LONDRES

Graines de coton.—Fermes

COTON AMÉRICAIN

LIVERPOOL

Futurs oct.-nov.: 5.63 (6 points de baisse)
„ jan.-fév. : 5.72 (6 points de baisse)
Disponible : 5.71 (9 points de baisse)

NEW-YORK

Middling Upland: 11.00
Futurs oct. : 10.51 (5 points de hausse)
„ jan. : 10.78 (6 points de hausse)
Arrivages du jour, balles 38,000
Contre même jour, l'année dernière, balles 69,000

CEREAL MARKET

ROD EL FARAG (NATIONAL BANK'S SHOONAH)
YESTERDAY'S PRICES

Wheat,	Tugari...	Ard.	P.T.	120	to P.T.	122
„	Middling	„	„	124	„ „	128
„	Mawani..	„	„	138	„ „	140
„	Shami ...	„	„	115	„ „	118
Beans,	Tugari...	„	„	122	„ „	123
„	Zawati...	„	„	117	„ „	118
„	Old..	„	„	—	„ „	—
Lentils,	Tugari....	„	„	110	„ „	112
„	Zawati	„	„	125	„ „	13[illegible]
Barley,	Tugari...	„	„	72	„ „	75
„	Zawati...	„	„	77	„ „	79
„	Mariuti ..	„	„	72	„ „	73
Dura	Shami ...	„	„	110	„ „	112
„	Rafia	„	„	95	„ „	96
Helba...		„	„	185	„ „	195
Termis .		„	„	68	„ „	72
Hummos		„	„	185	„ „	190
Simsim		„	„	—	„ „	—

CEREALS IN BOAT AT SAHEL

Wheat	Ard.	5000
Beans	„	4000
Lentils	„	1500
Barley	„	300
„ Mariuti	„	1500
„ Shami	„	600
Dura Shami	„	100
„ Rafia	„	1500
Helba	„	200

REUTER'S TELEGRAMS

CLOSING REPORTS

LIVERPOOL, September 28, 12.50 p.m.

Sales of the day ... bales	8,000
of which Egyptian „	500
American (new crop) Maize Spot per cental...	4/9½
Amer. futures (Oct.-Nov.)...	5.63
„ „ (Feb.-March)	5.74
American Middling	5.71
Egypt. fully good fair, delivery (Oct.)	7 42/64
„ „ „ „ (Nov.)	7 35/64
„ „ „ „ (Dec.)	7 27/64
„ „ „ „ (Jan.)	7 22/64
Egypt. Brown fair per lb. d.	6 6/16
„ „ good fair	7 9/16
„ „ good	8 8/16
„ fully good fair...	7 15/16
Egyptian Saidi Beans new (per 480 lbs.)	33/

LONDON, September 28.

Bank of England rate of discount 4 %

NEW-YORK, September 28

Spot Cotton...	11.—
American Futures (October ...	10.51
„ „ (November ...	10.61
„ „ (February)	10.85
„ „ (March)	10.93
Cable transfers ... dol.	4.86
Cotton day's receipts at all U.-S. Ports.. ... bales	38,000

LIVERPOOL, September 28

American futures (October-November) — 5.63

LONDON, September 28

Private discount (3 month bills)	13 ⅝ %
Bar Silver (per oz d.)..	28 7/16
Consols (October)	89
Rio Tinto	66
Rand Mines New	9 —
Egyptian Unified	106
„ Railway	103
„ Domain.	106
Ottoman Defence	105
Turkish Unified .	90
Italian Rente 4 %	104
Ottoman Bank	14
National Bank of Egypt	27 ½
Daira Sanieh	101
New Daira...	28 —
Greek Monopole..	54
Greek Rent 4 %	43
Chartereds of S. Africa	2 3/16
Agricultural Bank	9 ¾ ex rights
New Egyptians ...	1
Nile Valley Gold Mine ... New	1
The Western Oasis Corporation ⅝ premium	
Delta Light (Bearer shares)	13 ½ to 13 ¾
Egypt. cot. seed to Hull (Sept.)	5 10/16 buyers
German Beet Sugar (September)	8/8¼

BANK RETURNS

	This week.	Last week.
Notes reserves	£ 22,067,000	£ 23,043,000
Other securities	„ 35,297,000	„ 30,212,000
Bullion	„ 34,623,000	„ 35,231,000

Proportion of reserve to liabilities 40 %

PARIS, September 28

Lots Turcs..	135 —
Crédit Lyonnais	1154 —
Ottoman Bank ..	610 —
Cheques on London...	25.16
Sugar White No. 3 (September)	24 ⅝
Crédit Foncier Egyptien ..	818 —
Banque d'Athènes	135 —
Land Bank of Egypt	245 —

ARRIVAGES A MINET-EL-BASSAL

du mois d'octobre 1904

Du		Coton		Graines de coton		Fèves
1,	S/B	2,805	Ard.	13,154	sacs	1,100
2,	„	2,696	„	13, 31	„	605
3,	„	2,758	„	12,699	„	103
4,	„	2,589	„	11,859	„	1,230
5,	„	2,558	„	12,848	„	2,167
6,	„	2,590	„	8,700	„	350
7,	„	2,618	„	11,885	„	510
8,	„	3,858	„	13,574	„	195
9,	„	3,095	„	14,814	„	127
10,	„	3,157	„	12,186	„	310
11,	„	3,789	„	11,585	„	2,214
12,	„	3,060	„	17,830	„	—
13,	„	3,205	„	11,792	„	150
14,	„	2,865	„	12,608	„	341
15,	„	2,552	„	11,592	„	30
16,	„	3,726	„	20,402	„	—
17,	„	4,635	„	18,995	„	50
18,	„	5,324	„	23,181	„	—
19,	„	3,982	„	21,771	„	400
20,	„	3,661	„	17,446	„	747
21,	„	5,126	„	20,503	„	600
22,	„	3,760	„	17,862	„	600
23,	„	5,305	„	19,287	„	—
24,	„	4,717	„	21,134	„	—
25,	„	3,790	„	27,891	„	660
26,	„	6,157	„	28,207	„	317
27,	„	4,821	„	20,205	„	750
28,	„	4,958	„	21,403	„	1,160
29,	„	4,576	„	22,756	„	371
30,	„	4,793	„	21,053	„	41
31,	„	6,000	„	26,101	„	400
	S/B	120,036	Ard.	538,853	Sacs	15,531

N.B.—Cette liste est relevée des Registres de l' "Alexandria General Produce Association"; nous la publions afin qu'on puisse la comparer avec les arrivages du mois d'octobre de cette année.

TELEGRAMME HAVAS

BOURSE du 28 septembre 1905
COURS DES VALEURS A TERME, CLOTURE

PARIS

Rente Française 3 % .	ex Pr.	99 70
Actions de Suez .	„	4520 —
Lots Turcs..	„	135 —
Turc Unifié..	„	91 15
Dette Egyptienne Unifiée..	„	107 85
Daïra Sanieh	„	— —
Crédit Foncier Egyptien...	„	817 —
Extérieur espagnol	„	94 22
Obl. Banque Nat. de Grèce	„	— —
Banque d'Athènes, nouvelles actions	„	135 ½
Métropolitain	„	— —
Russe consolidé..	„	94 60
Sosnowice...	„	— —
Change sur Londres..	„	25 16½
Sucre N° 3 disponible	„	— —
Sucre N° 3 livrable le 4 de mars	„	— —

LONDRES

Consolidés anglais ... £ 89 ⅞

Escomptes—Paris 3. Londres 4. Berlin 4

TO-DAY'S EXCHANGE QUOTATIONS

	Banks' buying	Banks' selling*
London cheque.	97	97
„ 3m. bank paper ..	96	96
„ 3m. house paper	96 —	— —
Paris cheque	385	387 —
„ 3m. bank paper	383	385 ½
„ 3m. house paper	383 —	— —
Switzerland cheque .	385	387 ½
3m. bank paper .	381	— —
Germany cheque	474	477
„ 3m. bank paper	470	— —
Italian cheque .	385	387
Vienna & Trieste cheque	404	406
Constantinople cheque...	88	89

*Less one per mille brokerage.

SHARE LIST

ISSUED BY THE "ASSOCIATION DES COURTIERS EN VALEURS D'ALEXANDRIE".

Clôture d'aujourd'hui à 12h 30 p.m.

Agric. Bank of Egypt	Lst.	9 à	9 à
Nat. Bank of Egypt.	„	27 à	27 à
Ramleh Railway	„	7 à	—
Egyptian Delta Railway ex.-c.	„	13 ½ „	— —
Tram. d'Alexandrie...	Fcs.	159 — „	— —
„ „ div.	„	320 — „	— —
Alexandria Water	Lst.	15 „	—
Eaux du Caire...	Fcs.	1155 — „	— —
Daïra Sanieh	Lst.	28 „	—
Béhéra	L.E.	42 ½ „	—
Bourse Khédiviale	Lst.	— — „	— —
Egyptian Markets	„	25/	„ 25/3 —
Anglo-Egyptian Spinning	„	— „	— —
Bière d'Alex. Priv.	Fcs.	208 — „	210 —
„ Div.	„	111 — „	112 —
„ du Caire Priv.	„	124 ½ „	125 —
„ „ Div.	„	63 — „	64 —
Egypt. Cotton Mills	Lst.	6/ — „	— —
„ Salt & Soda...	„	33/9 — „	34/ —
Pressage	„	— — „	— —
Presses Libres...	„	— — „	— —
Oblig. Crédit Foncier Egyptien 3 %	Fcs.	317 — „	272 ½
Lots Turcs .	„	— — „	— —
Banque Nationale de Grèce	„	— — „	— —
Banque Industrielle..	L.E.	— — „	— —
Cassa di Sconto..	Fcs.	183 — „	178 —
Anglo-American Nile	Lst.	5 „	—
Banque d'Athènes	Fcs.	133 „	134 —
Deferred Delta..	Lst.	— — „	— —
Nungovich Hotels	„	10 „	— —
Delta Land	„	2 „	—
Egyptian Invest. & Agency Ld.	„	1 „	— 11/32
Land Bank	„	9 „	—
Trust Investment	„	1 „	—
Estates	„	1 „	— 9/32
Splendid Hôtels.	„	— — „	— —
Cheik Fadl	„	124 — „	125 —
Entreprises Urbaines	„	5 „	—

ASSOCIATION DES COURTIERS EN MARCHANDISES

(Service spécial)

DÉPÊCHE D'OUVERTURE

LIVERPOOL. 10h. a.m.

Américain
Futurs : oct.-nov. : 5.67
„ jan.-fév. : 5.76

DERNIERE HEURE

(Clôture de la Bourse Khédiviale 1h. p.m.)
Cours de l'Association des Courtiers en Marchandises

Coton F.G.F.Br.

Novembre ..	Tal.	14 5/8	à — 21/32
Janvier .	„	14 9/16	„ — 19/32
Mars	„	14 11/16	„ — 23/32
Graines de coton			
N.-D.-J.	„	56 25/40	à — 30/40
Février-Mar.	„	57 35/40	„ 58 —
Fèves Saïdi			
Sept.-Oct.	P.T.	123 —	„ 124 —
Nov.-Déc.-Jan.	„	123 —	„ 124 —

NILE GAUGE READINGS.

September	Rosaires 1905	Rosaires 1904	SUBB 1905	SUBB 1904	Khartoum 1905	Khartoum 1904	Berber 1905	Berber 1904	Wadi Halfa 1905	Wadi Halfa 1904	Assouan Reservoir Up Stream 1905	Up Stream 1904	Down Stream 1905	Down Stream 1904	Assiout Weir Up Stream 1905	Up Stream 1904	Down Stream 1905	Down Stream 1904	Rodah 1905	Rodah 1904	Delta Barrage Up Stream 1905	Up Stream 1904
1	7.17	6.61	2.73	2.64	5.20	5.48	6.94	6.75	7.12	6.70	96.68	97. 4	91.42	91.33	50.98	50.70	50.60	50.41	18. 3	18. 4	16.21	16.20
2	7.22	6.85	2.75	2.56	5.45	5.58	7. 5	6.67	7.22	6.68	96.89	97. 5	91.50	91.28	51. 0	50.70	50.55	50.43	18. 3	18. 2	16.21	16.19
3	7.47	6.58	2.81	2.64	5.48	5.58	7. 1	6.67	7.16	6.80	97. 8	96.98	91.61	91.28	51. 0	50.73	50.60	50.43	18. 1	18. 0	16.21	16.19
4	6.67	6.44	2.89	2.80	5.50	5.54	7. 7	6.68	7. 8	7. 7	97. 5	97. 6	91.62	91.28	51. 2	50.75	50.62	50.36	18. 1	17.23	16.20	16.17
5	6.37	6.40	2.92	2.89	5.49	5.54	7.11	6.69	7. 2	7.19	96.94	97.50	91.53	91.47	51. 2	50.75	50.71	50.46	18. 3	18. 1	16.21	16.18
6	6.55	6.21	2.93	2.90	5.54	5.50	7.19	6.93	7.10	7. 5	96.98	97.46	91.43	91.61	50. 0	50.75	50.75	50.46	18. 2	18. 1	16.21	16.19
7	6.12	6.18	2.96	2.84	5.44	5.50	7.15	6.98	7.25	7. 1	97. 2	97.46	91.49	91.63	50.99	50.80	50.74	50.52	18. 3	18. 2	16.22	16.19
8	6.42	6.49	2.97	2.80	5.40	5.46	7. 7	6.85	7.31	6.97	97. 9	97.37	91.61	91.56	51. 3	50.96	50.68	50.60	18. 6	18. 5	16.22	16.20
9	5.82	6.22	2.95	2.90	5.31	5.36	7. 4	6.83	7.37	7. 2	97.22	97.25	91.74	91.46	51.12	50.96	50.70	50.70	18. 7	18.10	16.21	16.22
10	6.11	6.26	2.97	3. 0	5.32	5.34	7.19	6.73	7.40	7. 5	97.27	97.29	91.82	91.59	51.24	50.93	50.81	50.65	18. 8	18.17	16.22	16.23
11	5.94	6.69	2.98	2.94	5.27	5.34	7.33	6.68	7.37	7.30	97.27	97.42	91.84	91.78	51.35	50.92	50.85	50.68	18.10	18.18	16.23	16.24
12	5.77	6.67	2.99	2.90	5.25	5.34	7.10	6.68	7.23	7.32	97.27	97.63	91.87	91.87	51.40	50.95	50.87	50.67	18.13	18.16	16.23	16.24
13	6.37	6.66	2.98	2.80	5.20	5.40	6.97	6.68	7.25	7.24	97.32	97.58	91.71	91.80	51.50	51. 2	50.90	50.74	18.16	18.15	16.24	16.23
14	6.67	6.72	2.97	—	5.17	5.40	6.91	6.70	7.23	7.13	97.30	97.45	91.73	91.72	51.50	51. 9	50.89	50.81	18.18	18.17	16.24	16.23
15	6.87	6.64	—	—	5.15	5.40	6.90	6.70	7.33	7. 2	97.37	97.30	91.78	91.61	51.50	51.13	50.88	50.85	18.19	18.19	16.24	16.26
16	6.90	6.52	2.96	—	5.37	5.43	6.83	6.86	7.44	6.96	97.37	97.19	91.78	91.56	51.50	51.13	50.88	50.81	18.21	18.23	16.24	16.26
17	6.57	6.40	2.98	—	5.37	5.43	6.74	6.80	7.35	6.93	97.41	97.19	91.86	91.44	51.50	51. 9	50.89	50.81	18.22	19. 1	16.25	16.27
18	6.52	5.96	2.95	2.99	5.40	5.40	6.68	6.78	7.20	6.91	97.32	97.10	91.86	91.42	51.58	51. 2	50.90	50.75	18.21	19. 1	16.25	16.27
19	6.27	5.76	3. 0	3. 0	5.37	5.38	6.74	6.71	7. 9	6.91	97.28	97. 9	91.80	91.46	51.50	51. 2	50.90	50.75	18.19	19. 1	16.25	16.27
20	6.30	5.75	3. 2	3.10	5.39	5.25	6.97	6.68	7. 1	6.95	97.16	97. 8	91.59	91.45	51.50	50.97	50.95	50.68	19. 0	18.93	16.25	16.27
21	6.52	5.87	3. 2	3. 0	5.34	5. 3	6.91	6.70	7. 5	7. 2	97.15	97.18	91.51	91.50	51.50	50.95	50.92	50.67	19. 2	18.90	16.25	16.23
22	6.20	5.83	3. 6	3. 0	5.31	5. 5	6.91	6.48	7. 1	7. 9	97.15	97.22	91.47	91.57	51.50	50.92	50.74	50.66	18.18	18.15	16.25	16.23
23	5.91	5.62	3.16	2.95	5.37	5. 5	6.91	6.48	6.57	7. 6	97.11	97.20	91.47	91.58	51.50	50.95	50.74	50.68	19. 0	18.15	16.25	16.23
24	5.84	5.47	3.14	2.80	5.32	5. 5	6.78	6.30	6.98	6. 9	97.13	97.15	91.38	91.52	51.50	50.99	50.70	50.73	18.20	18.15	16.24	16.23
25	5.67	5.30	3.16	2.90	5.25	5. 5	6.78	6.30	7. 8	6.93	97.20	97. 8	91.41	91.48	51.50	51. 3	50.65	50.76	18.20	18.16	16.24	16.24
26	5.27	5.12	3.16	2.90	5.19	4.95	6.72	6.30	7.20	6.93	—	97. 4	—	91.42	—	51. 2	—	50.75	—	18.17	—	16.24
27	4.82	4.92	—	—	—	4.90	—	6.28	—	6.80	—	96.97	—	91.38	—	51. 0	—	50.73	—	18.19	—	16.24
28	—	4.76	—	2.92	—	4.81	—	6.13	—	6.70	—	—	—	—	—	—	—	—	—	—	—	—
29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30	—	4.66	—	2.88	—	4.75	—	6. 4	—	6.58	—	96.84	—	91.27	—	50.96	—	50.69	—	18.19	—	16.25

UPPER NILE PROBLEMS.

BY SIR WILLIAM GARSTIN.

(Continued.)

During July, then, daily increasing discharges are arriving at Khartoum from both the Blue and White Niles, and to these are added the volume of the Atbara, north of the junction. These three rivers combined cause the annual flood rise in Egypt. In August, the effect of the two great eastern flood-feeders becomes much more pronounced, and in this month occurs one of the most important and most interesting phenomena of the entire Nile system. At this period the flood discharge of the Blue Nile increases very rapidly, and attains to a volume some ten times as great as that brought down by the White Nile. The Blue Nile now plays an exactly similar part (but upon an infinitely larger scale, with regard to the White Nile) to that which I have already described the Sobat as doing to the White Nile above the junction. As soon as the Blue Nile flood exceeds a certain volume at Khartoum, it holds back the waters of the White Nile entirely—ponding them up and forming an immense reservoir, which floods the White Nile valley for several hundred kilometres up-stream of the junction of the two rivers. This ponding-up is maintained until the discharge of the Blue Nile again falls below the volume in question, which generally occurs in September. As soon as this happens, the impounded water in the White Nile is set free, and passes on to the north. As the Blue Nile discharge further decreases, its place is taken by that of the White Nile water. In consequence of the water stored in the reservoir, the discharge of this last river increases steadily until the end of the year. When the Sobat also falls, the water held up in the smaller reservoir—up-stream of the junction with the White Nile—passes down the latter channel and helps to maintain the supply. In the month of November, when the Sobat discharge has shrunk to small dimensions, the equatorial lake water, passing down the Bahr-el-Gebel, again becomes the main source of the White Nile supply, but the water held up in the two reservoirs above mentioned is so considerable in quantity that, throughout the early winter months, the volume actually passing Khartoum is considerably greater than that which comes down from the lakes after having passed through the great marshes.

I hope I have succeeded in making the above comprehensible. To those who do not know the Nile, and who have not studied its discharges, it is difficult to explain this wonderful arrangement, by which these rivers automatically compensate one another, so that at the time when the one system is passing on a large volume of water, the other is storing up its discharge, and when the former begins to decrease in volume the stored water takes its place and makes good the deficiency.

I must now say a few words regarding the water requirements of Egypt and of the Sudan.

Many people, I think, know that in Egypt there are two systems of irrigation—the one known as "basin," and the other as "perennial" irrigation. The former system, which dates from the days of the Pharaohs, consists in turning the flood-water over the land, then draining it off, and sowing a crop upon the slime thus deposited. In the latter system water is given throughout the year, but only in such quantities as required, and is controlled in an elaborate system of canals. By this last method the more valuable crops, such as cotton and sugar-cane, are raised, and land perennially irrigated increases in value over that watered as "basin" to an extraordinary extent. Consequently, all the efforts of the irrigation service in Egypt are directed to devising some means by which—during the month previous to the flood, when the river would be naturally at its lowest—the supply of the Nile may be materially increased and the area of land perennially irrigated materially augmented.

To begin with the water requirements of Egypt. The latest return assess the total cultivable area at eight millioms of acres, of which about one million consists of waste land. From this total it will be safe to deduct half a million acres as representing land unfit for cultivation. Another half million acres bordering the edge of the western desert south of Cairo will aways be reserved as basin. This reduces the area to seven millions acres. Of this, four million acres, at present, receive perennial irrigation, and by the end of 1908, the conversion of the basins will raise this total to four and a half millions. Deducting this figure, there remain two and a half million acres to be provided for. Experience has shown that one milliard (1,000 millions) of cubic metres of water stored will suffice for the summer irrigation of half a million acres of land. Consequently, these two and a half million acres will require a storage of five milliards of cubic metres of water.

The question before us is—how are these five milliards to be obtained?

The Assouan dam, if raised, will provide for another half million acres; but, even supposing this be done, there will still be four milliards of cubic metres to be eventually provided.

The depression in the western desert—known as the Wadi Rayyan—has been proposed as a reservoir. It is very possible that it may one day be made use of for this purpose, but, owing to its situation, it would probably be best reserved until such time as the question of reclaiming and irrigating the shallow lakes which border the northern delta shall become one of urgency.

It is probable that storage reservoirs, of sufficient capacity to store the required four milliards, can be constructed in the Nile valley, somewhere between the second and the sixth cataracts. This cannot, however, be stated with certainty until the survey of the cataracts—now in progress—shall have been completed. Meanwhile, supposing it were possible to construct such reservoirs, it would be impossible to fill them with water, unless the winter supply in the river, brought down from the south, be largely increased. Those responsible for irrigation in Egypt are well aware that under present conditions, in a year of low supply, it would only just be possible to store another milliard of water above the Assouan dam, if raised as proposed. I say this would be just possible, but in doing so the extreme limit of water available for storage would be reached, and undoubtedly the winter navigation of the Nile, between Assouan and Cairo, would suffer very considerably. In order, then, to find the extra water required, some means must be found of increasing the flow of the Upper Nile during the periods of winter, spring, and early summer.

Now, as to the irrigation requirements of the Sudan.

The area of cultivable land in the Sudan may almost be termed unlimited, as a far larger area exists than could ever be irrigated by the Nile, supposing that its waters were entirely devoted to such a purpose. The irrigation limits, then, are those due to the water available, the physical features of the country, and the density of population. Large tracts, however, are blessed with a bounteous rainfall, and much of the area is so scantily populated that it may be left out of the present calculation. It will be amply sufficient, for all present needs, to select those tracts which, from their favourable situation, appear to be most likely to bring in a return for money expended. Among such areas are the lands of the north-eastern Ghezireh—namely, the land lying between the two Niles. To these may be added the tracts bordering the east bank of the Blue Nile. The extent of land that can be irrigated must depend entirely upon the amount of water that the proposed new works can secure for the summer irrigation of this country, but, if a few million acres can be thus benefited, ample provision will have been made for the wants of the next generation of Sudanese.

In a recent report upon the basin of the Upper Nile I recommended that all summer water available in the Blue Nile should be made use of for the Sudan alone, while the waters of the White Nile should be reserved for Egypt and the river valley between Khartoum and Assouan. I venture to think that this recommendation is a sound one, and it is certainly logical. The richest lands in the Sudan—namely, those I have alluded to above—can only be watered by means of the Blue Nile. The White Nile owing to its feeble slope, is not suitable for any large irrigation schemes, and, moreover, the lands adjoining it are not nearly so rich as those upon the Blue Nile. As it its immaterial to Egypt from whence is water shall be derived, I maintain that the White Nile must be used as a carrying channel for conveying water to that country, while the Blue Nile water must be reserved for the benefit of the countries adjoining it, which can be irrigated by no other means. The projects, with the proposed expenditure, may then be divided into two categories: those relating to the White Nile, which will benefit Egypt; and those on the Blue Nile, which will benefit the Sudan alone.

I will discuss the schemes regarding the White Nile first, as they are not only larger, but infinitely more difficult to pronounce definitely upon than those contemplated for the Blue Nile. In order to comprehend what is proposed it will be necessary to study the accompanying map.

It will be seen that the Bahr-el-Gebel, or White Nile, leaves the cataract region and enters the marshes, near the Belgian port of Rejaf, and down-stream of the Fedden Rapids. For the purposes of this note this point may be considered to be Gondokoro, the Uganda frontier station, which is situated a few miles to the north.

Between Gondokoro and Bor—a distance of 100 miles—the river is bordered by wide swamps, but does not enter the great marshes, in which the sudd blocks occur, until the latter point is reached. Consequently, although improvement of the channel between the two places will be requisite, in order to enable it to carry the extra water required, the work will be comparatively straightforward, and, in any case, no alternative line exists. This portion of the scheme is, of course, common to all projects for improving the White Nile. What is required here is the widening and deepening of the channel, upon a sufficient scale, and the closing of all the spills by which the river water is wasted in the marshes.

North of Bor, however, there are several alternative proposals, and it is here that the real difficulties commence. I should mention that what is called Bor consists merely of a collection of Dinka villages, but this place becomes important from the point of view of our schemes as being the last point where the high bank—on the east—abuts upon the river before the latter loses itself in the great swamps. I have said that, in all our schemes for increasing the Egyptian water supply, we must turn to the White Nile. Although at the sources of this river Nature has provided water in abundance, she has tantalisingly erected an effectual barrier to its being made use of, in the shape of the vast marshes, through which the river struggles for nearly five hundred miles, and in which it loses more than half its volume. All our aims must then be directed to devising some means by which this waste may be averted, and by which the lost river may be enabled to pass through the swamps in undiminished volume.

I have mentioned that the first reach of the river—from Gondokoro to Bor—has a length of 109 miles. The projects for further remodelling the Upper Nile must all lie within the reach between Bor and the junction of the Sobat with the White Nile—a distance of some 444 miles, as measured upon the river itself.

A further reference to the map will show that, at 366 miles below Bor, the Bahr-el-Ghazal meets the Bahr-el-Gebel—the junction a shallow sheet of water known as Lake No, and called by the Arabs "Moghren-el-Buhur," or the Meeting of the Rivers. Also, it will be observed that, from below Bor, somewhere in the marshes, a loop of the Bahr-el-Gebel runs to the east, conveying the White Nile between Lake No and the Sobat junction. This loop is known as the Bahr-el-Zaraf, or Giraffe River, and is formed by numerous spills from the Bahrh-el-Gebel. In its upper course this river is difficult to trace, but lower down it has a well-defined channel. It is not easy to make the above explanations clear and comprehensible; the nomenclature of these rivers is so perplexing. I hope, however, that the map will render assistance in this respect, and, in order to understand what is proposed, it is indispensable that these names should be borne in mind.

The problem, then, before us is—how best to improve the river, between Bor and the Sobat junction, so as secure that the summer supply passing the former point from Gondokoro shall be delivered at the Sobat junction with as small amount of loss as is possible.

Obviously, the natural way to do this, and that which would occur to everyone first visiting these rivers, or studing their course upon the map, would be to take up and improve either the Bahr-el-Gebel or the Bahr-el-Zaraf—widening and deepening the one or the other, by means of dredgers, and, at the same time, closing all its outlets into the marshes, so as to render it capable of carrying the required supply. I mention that neither of these channels is at present at all capable of doing this. The Bahr-el-Gebel, which is the main stream and by far the larger of the two, can, under present conditions, only carry one-third of the future required supply. The Bahr-el-Zaraf, again, has a very much smaller section, and is even less fitted for what is required. Neither of these streams has any banks at all, and, were any extra water turned into them, it would only spill over into the marshes and be lost by evaporation, and by the absorption of the water-weeds which cover this area.

In my last year's report, to which allusion has already been made, I described an alternative scheme which, if feasible, is to my mind, a great improvement upon either of the others. The original idea for this scheme was first suggested to me by Mr. J. S. Beresford, late Inspector-General of Irrigation in India.

I will describe it.

Between Bor and the Sobat junction, the Nile takes a great bend to the west. A straight line drawn between these two points, upon a meridian, would not only shorten the distance between them very considerably, but would pass through dry land, leaving the entire swamp area well to the west of it. The project then is to cut a channel—between Bor and the Sobat junction—sufficiently large to take the entire future summer discharge of the Upper Nile, but not large enough to take in the flood-water. This last is an important point. I will explain why.

When I first passed through the sudd in the year 1900, and for several years after, I was under the impression that—although in summer (when the river is low) the waste through the marshes was excessive—during flood, when the volume is large, the mass of the river water passed through the swamps and found its way into the White Nile, down-stream of them, with but little diminution. Consequently, all my earlier projects for improvement were based upon the idea that it was necessary so to widen the river, through the marshes, as to render it capable of carrying the entire flood discharge passing Gondokoro. It was not until the sudd had been removed, and I was able to obtain a series of consecutive measurements of the discharges, above and below the obstacle, that I realised that my first impression had been erroneous, and that the greater the volume of water arriving at the south end of the marshes, the larger is the proportion of loss in that issuing from their northern extremity. Further, it was not until two years ago that I grasped the real solution of the problem—namely, that these marshes provide a magnificent natural escape for the flood-water, and that all our efforts should be devoted to encouraging it to spread over them, and be thus wasted and evaporated, while the precious summer water is confined to a well-defined and satisfactorily constructed channel of its own, and conveyed to the north with comparatively little waste. All the present schemes are based upon this idea, which has immensely simplified the problem to be solved.

Now, in the case of the remodelling of the existing channels—the Bahr-el-Gebel and the Bahr-el-Zaraf—there are certain disadvantages and difficulties, to which I will afterwards allude, in the way of so constructing either channel that it may carry the entire summer water supply, and yet permit of the flood-water escaping into the marshes. In the case of the proposed new cut, from Bor to the Sobat, such difficulties do not arise.

A masonry regulator (with a lock for navigation) would be built at the head of the new channel, while another masonry regulator would be constructed across the river bed at Bor. The new cut would thus assume the character of a large artificial canal, and, by means of the regulators, the most perfect control over its discharge, and over that of the river, would be secured. Thus, in winter and in summer, when it was desired to pass down all the water in the river to the north, the head regulator of the new channel would be completely opened, and the regulator across the Nile would be closed. At this time no water would pass into the marshes. In flood the reverse would be the case. The Nile regulator would be fully opened, so that the flood water could pass through and lose itself in the swamps, while the head of the new channel would be so regulated upon that only so much water would be permitted to pass down it as was required for navigation. It must be remembered that, at this season, no water is required in the White Nile from the south, as the Sobat discharge, during the flood months, takes the place of the Bahr-el-Gebel water and arrests the latter entirely.

Undoubtedly this project is a most attractive one, and to my mind—always supposing that further detailed studies shall not prove it to be impracticable—it is the soundest of all those under consideration for improving the Upper Nile. It requires no technical knowledge to understand and appreciate how great would be the advantages to be gained by the construction of such a diversion of the river. The present long winding channel through the marshes would be replaced by a straight cut, through dry land, very much shorter than the existing line. This cut would be under complete control, owing to the regulator at its head. There should be comparatively little loss throughout its length, as the velocity would be considerable, and its alignment would take it well to the east of the swamps. The earth derived from the excavation of the channel would form wide banks on either side, which would form good lines of communication, even during the rainy season, and upon which the trans-continental telegraph line, and even the railway—should this last ever be constructed—might with advantage be placed. No obstruction would be caused to the drainage east of the channel, which would flow, most probably, into the Khor Filus, a drainage line running parallel to the new cut. Lastly, the flood water would not enter the new channel at all—beyond the amount actually required for navigation—but would spread all over the marshes and be lost by evaporation. In this way a perfect control over the Upper Nile could at all seasons be obtained.

I give here the approximate distances between Gondoro and the Sobat junction by the three respective schemes I have mentioned. I ought to say that the length of the proposed new channel, between Bor and the Sobat, is, approximately, 210 miles.

I.	Length making use of the new channel from Bor	333 miles
II.	" " " " Bahr-el-Zaraf	498 "
III.	" " " " Bahr-el-Gebel	450 "

These figures show how great is the advantage, as regards distance, to be gained by the new channel.

I do not consider that any of the objections that I have seen brought forward against this project militate seriously against its soundness. My own objection to it, and that which, to my mind, may cause its abandonment, is the probable cost of such a work. This must necessarily be very great, and it is quite possible that it may prove to be so excessive as to be prohibitive. Until the levelled survey has been completed it is useless to speculate upon this point, as it is impossible to prepare any estimate which can be, in the slightest degree, an accurate one. It may be that the longitudinal slope of the country between Bor and the Sobat may prove to be so feeble that a very large cross-section of channel will be entailed, and consequently an immense cube of excavation. On the other hand, it may be that the great gain in distance secured by this channel may compensate for this extra cube, as compared with the other projects. We cannot yet say, and must await the detailed survey.

Another objection that occurs to me as regards the new channel, though not so serious as the foregoing, lies in the difficulties of its execution, and the time that the work might take to complete. I hope, however, that, with the progress made in recent years in the way of perfecting types of hydraulic dredgers and steam excavators, it may be found that such difficulties may not prove to be so great as they at present appear. It must be understood that, whatever may be the project finally selected, machinery must be made use of in its execution, as the employment of hand labour upon a large scale in these regions is quite out of the question.

(To be continued.)

CALENDAR OF THE WEEK.

(Coptic and Mohamedan.)

Sun.	24	The Sun in Libra. Autumn commences.
Mon.	25	
Tues.	26	Highest rising of the Nile.
Wed.	27	Suspension of the Nile. Opening of the water channels.
Thurs.	28	Quinces and pomegranates in abundance.
Fri.	29	Make syrups of lemons and other fruits. Almonds gathered.
Sat.	30	Sow barley (Upper Egypt) Observe the signs of the weather

C. BARNDAUER & Co's. LIMITED.
Circular Pointed PENS.
This Series of Pens write as smoothly as a Lead Pencil.
Neither Scratch nor Spurt, the points being rounded by a special process.
Attention is also drawn to their Patent Anti-Blotting Pens.
Assorted Sample Box for seven stamps from the
WORKS, BIRMINGHAM.

Cheap Prepaid Advertisements

Under this heading advertisements are inserted at the following rates:—

	ONCE	3 TIMES	6 TIMES
15 words . . .	P.T. 5	P.T. 10	P.T. 15
30 words . . .	" 8	" 16	" 24
Every 10 words, beyond 30. . .	" 2	" 4	" 6

The address is counted. The advertisement must appear on consecutive days for above rates to be obtained. 50% extra is charged or advertisements not appearing consecutively.

All such advertisements must be prepaid, and to this rule no exception whatever will be made. Letters in reply to advertisements will be posted to any address if a few stamps are sent by the advertiser to cover postage.

AGARD'S INTERNATIONAL INDUSTRIES AND TRADE MARKS REGISTER. — A useful business directory containing addresses of all important business firms of Great Britain the Continent, and Egypt. Circulating all over Europe and America. Price—One pound Sterling. Post Free.
AGARD'S INTERNATIONAL HOTEL GUIDE sent post free to all first class Hotels throughout Europe, America, the Colonies and Egypt. The best reference book for travellers.

ARABIC LESSONS given by an Egyptian tutor to Europeans. Apply M. Shefik, "Egyptian Gazette" offices. 25888-

ADVERTISING AGENTS.—The best public Advertising sites in Alexandria belong to G. Vastri & Co., Advt. Agents, St. Catherine's Square. Special rates for permanent clients. Moderate terms. Prompt despatch. 25642-31-12-905

A YOUNG GENTLEMAN, B.A., perfect knowledge English, French, Arabic; typewriting, business correspondence, seeks employment for Cairo. Best references. Apply No. 26,4'4, "Egyptian Gazette" office, Alexandria. 26461-6-5

A COMPETENT TEACHER of stenography (Pitman's System) is required to give daily lessons (one hour per dey) to a young man. Please state salary required. Apply by letter to Post Office Box No. 185. 26489-6-1

BLICK TYPEWRITERS, No. 5 £9, No. 7 £11. W.T. Emmens, 99 Rue Attarine, Alexandria, Address, Post Office Box 35. 30-9-905A

BORMAN & Co. have just received a new and large assortment of winter coatings and suitings. Suits to measure from P.T. 300. Overcoats P.T. 250. High class English cutter, latest style and fit guaranteed. Cherif Pasha street. 26488-6-1

COOK knowing English, Greek, and Arabic, with English certificates, seeks employment. References can be had at the Anglo-American Stores, Ramleh Boulevard, Alexandria. 26485-6-2

JEUNE HOMME désire travailler dans un Hôtel, dans n'importe quelle emploi, s'adresser N. 26,474 "Egyptian Gazette." 26474-6-4

LA RENTRÉE des classes et la reprise des cours aura lieu à l'Ecole allemande (Rue d'Allemagne) le jeudi 5 octobre. En connexion avec l'école existe un internat pour les élèves externes et un Kindergarten (école enfantine) d'après la méthode Froebel pour des petits enfants depuis 3 ans. 26484-3-2

ON DEMANDE pour deux jeunes filles une institutrice diplômée, agée d'au moins 30 ans, sachant parfaitement l'anglais et le français et connaissant bien le piano. S'adresser à M. Rizgalla Bey Chédid, Zagazig. 26467-6-5

THE "INDICATEUR EGYPTIEN" Administrative and Commercial, for the year 1906 (20th year), will appear in December next, complete and corrected. For anything which concerns the edition of 1906, address by post to the editor and proprietor, Stefano Poffandi, at Alexandria. 26448-37-10

WANTED, near Cairo, unfurnished house with garden, at low rent. Apply, No 26,465 "Egyptian Gazette" office, Alexandria. 26165-6-5

WANTED sole Agent in Egypt for portable Automatic Gas Light. Adaptable all purposes. Reply stating qualification, U, c/o E. Henderson & Co. Advertising Agents, Billiter Square Buildings, E. C. 26483 3 2

BECK & CO'S PILSENER BEER
BREMEN.
Obtainable from every Respectable Firm In Cairo, Alexandria & the Sudan.
Otherwise apply to
E. J. FLEURENT, Cairo. F. MOGALLEF Sole Agent, 11, Rue Midan, Alexandria.

Anglo-American Nile Steamers & HOTEL COMPANY.
RIVER TRANSPORT OF GOODS BETWEEN ALEXANDRIA & CAIRO
Three Sailings a-Week.
Agents at Alexandria:—
ALEXANDRIA BONDED WAREHOUSE CO. LD.

DAVIES BRYAN & Co.
Continental Hotel Buildings
CAIRO.
St. David's Buildings,
ALEXANDRIA,
and 35-37 Noble Street
LONDON, E.C.
English Tailors, Drapers and Outfitters.
TRAVELLING REQUISITIES:
COMPRESSED CANE TRUNKS.
SOLID LEATHER OVERLAND TRUNKS.
GLADSTONE & KIT BAGS.
SUIT CASES, RUGS, &c.
ATHLETIC GOODS:
A VARIED STOCK, INCLUDING
Slazenger's Doherty
"E.G.M." Demon;
AND
Ayre's Central Strung Racquets.
TENNIS BALLS
FRESH SUPPLY WEEKLY.
BOOTS & SHOES.
All the newest shapes in the best English makes:—
BUCKSKIN TENNIS BOOT AT £1
A SPECIALITY.
Owing to the increased business in this Department a new Show-room has been fitted up where better attention can be given to Customers.
CLOTHS:
The largest Stock in Egypt of Cloths of the best British Manufacture:
TROPICAL TWEEDS, FLANNELS, DRILLS, &c., &c.
All garments cut by experienced English cutters. Fit and style guaranteed.
GENTS' OUTFITTING:
The newest Shades in Crepe de Chene Ties.
Cellular, Oxford, Zephyr Shirts and Pyjamas in great variety.
Special Attention paid to Shirts Made to Measure.
HOSIERY AND UNDERCLOTHING
IN THE BEST MAKES.
PANAMA, STRAW, & FELT HATS
CORK & PITH HELMETS.
CAPS.
HOUSEHOLD LINEN AT SPECIALLY CHEAP PRICES.
TABLE CLOTHS, NAPKINS, SHEETS, AND PILLOW CASES.
FLANNELETTES, VIYELLAS AND CEYLON FLANNELS.
SOAP, PERFUMERY, RUBBER SPONGES, BRUSHES, STUDS, MIRRORS (HAND & SHAVING) FOUNTAIN PENS, &c., &c.
Davies Bryan & Co., Cairo & Alexandria.

EXPORT MANIFESTS.

Pour LA SYRIE et ANVERS, par le bateau belge "Adolf Deppe," parti le 19 septembre :

Carver Bros. & Co. Ltd,	60 balles coton
F. C. Baines & Co.,	31 „ „
Choremi, Benachi & Co.,	150 „ „
J. Planta & Co.,	30 „ „
	271 balles coton

Wordeh & Schnabel, 163 sacs gomme
Griva fr., 51 sacs gomme
M. L. Carasso, 15 fardes gomme
Sucreries et Raff. d'Egypte, 1 cais. échant.

Pour PIRÉE et ODESSA, par le bateau russe "Emp. Nicolas," parti le 20 septembre :

Divers, 1,871 sacs riz, 20 sacs henné, 8 colis palmes

B. Barki,	306 balles coton
R. & O. Lindemann,	100 „ „
	406 balles coton

Pour MARSEILLE, par le bateau franç. "Portugal," parti le 22 septembre :

POUR MARSEILLE

Sté. An. Le Khédive, 4 cais. cigarettes
Suzzarini, 50 balles sacs vides
Bonded Stores, 3 cais. cigarettes
Besraoui, 18 cais. articles de Paris
G. Perdicachi, 20 fard. cages cailles
Divers, 21 colis divers

Peel & Co.,	100 balles coton
G. Frauger & Co.,	62 „ „
Carver Bros. & Co. Ltd,	160 „ „
R. & O. Lindemann,	76 „ „
Mohr & Fenderl,	126 „ „
J. Planta & Co.,	61 „ „
F. C. Baines & Co.,	93 „ „
	678 balles coton

POUR LE HAVRE

K. Nagiar, 7 balles gomme
G. Frauger & Co., 60 balles coton

POUR DUNKERQUE

B. Bortolotti,	10 balles coton
Choremi, Benachi & Co.,	15 „ „
J. Planta & Co.,	50 „ „
	75 balles coton

POUR BARCELONE

E. Mallison & Co., 30 balles coton

POUR DESTINATIONS DIVERSES

Divers, 4 colis divers

For MALTA and MANCHESTER, by the S.S. "Creole Prince," sailed on the 23rd September :

G. Frauger & Co.,	250 bales cotton
Carver Bros. & Co. Ltd,	705 „ „
G. Riecken,	75 „ „
R. & O. Lindemann	175 „ „
Choremi, Benachi & Co.,	397 „ „
Peel & Co.,	1,413 „ „
W. Getty & Co.,	60 „ „
F. C. Baines & Co.,	535 „ „
Birch & Co.,	150 „ „
H. Bindernagel,	50 „ „
F. Andres,	25 „ „
Mohr & Fenderl,	100 „ „
	3,935 bales cotton

B. Nathan & Co., 66 bags gum
L. Heller, 110 barrels molasses
J. Ross & Co., 788 empty casks
Hanna Saleh, 60 crates quails
G. Candioglu, 20 crates quails
Various, 4 packages sundries

For SYRIA, by the S.S. "Assouan," sailed on the 24th September :

Various, 290 bales cotton (India), 1,155 bags rice, 15 bags cotton, 60 bags grapes dry, 100 barrels cotton oil, 42 cases apples, 135 packag. tobacco, 26 packages henna, 25 packages skins, 20 packages butter, 51 packages mats, 620 packages sundries

For BRISTOL, by the S.S. "Jeranos," sailed on the 24th September :

N. E. Tamvaco, 2,087 tons cotton seed

NOLIS

HULL

Céréales	Shgs.	1/9	à	—
Tourteaux..	„	6/6	„	—
Graines de coton	„	8/	„	—
Oignons	„	—	„	—

LONDRES

Céréales	Shgs.	1/9	à	—
Tourteaux..	„	7/6	„	—
Graines de coton	„	9/	„	—
Oignons	„	—	„	—

PORTS DIRECTS

Graines de coton	Shgs.	10/	à	11/
Céréales	„	2/3	„	2/6

LIVERPOOL

Coton.	Shgs.	11/	à	—
Céréales	„	1/3	„	—
Tourteaux..	„	6,6	„	—
Graines de coton	„	7,6	„	—
Oignons	„	—	„	—

CONTINENT (NANTES-DUNKERQUE)

Graines de coton (Dunkerque)	Fr.	10	à	—
„ „ (Nantes) ...	„	10	„	—
Fèves.	„	10	„	—
Oignons	„	—	„	—

MARSEILLE

Fèves.	Fr.	7	à	8.—
Graines de coton	„	7	„	8.—

DESTINATIONS DIVERSES

Coton : Odessa, Trieste, Venise,

Gênes Marseille	Fr.	2.—	par 100 kilog.
Barcelone.. ...	„	2.50	
Le Havre.. ...	„	3.—	
Dunkerque ...	„	2.50	
Anvers	„	2.—	
Hambourg. ...	„	20.— à 22.50	par tonne poids
St.-Pétersbourg	„	25.—	
New-York ...	„	25.—	
Bombay... ...	„	30.—	

Alexandrie, le 28 septembre 1905

EGYPTIAN MARKETS, LIMITED

APPROXIMATIVE RETURNS

	Week ended Sept. 7, 1905.	same period 1904
Cattle markets	L.E. 214	L.E. 255
General markets	„ 184	„ 176
Tot. for 120 markets,,	398	„ 431
Tot. returns for current year date		L.E.18,050
„ „ same period last year		„ 19,957

COALS.

Current prices per ton free on wagon.

	Per ton	Shgs.	Shgs.
CARDIFF	Best quality	23.	@ —
NEWPORT	Best quality	22.	„ —
NEWCASTLE	Bothal	19.	„ —
„	Cowpen	19	„ —
„	Hastings	18	„ —
„	West Hartley Main	18.	„ —
SCOTCH	Merry's	18.	„ —
„	Bairds	18.	„ —
„	Dunlops	18	„ —
„	Best Hamilton Ell	18	„ —
YORKSHIRE	Micklefield	18.	„ —
LIVERPOOL	Best Lancashire	18.	„ —
PATENT FUEL	Anchor	23.	„ —
„	Crown	23.	„ —
„	Star	23.	„ —
„	Arrow	23.	„ —
„	Swansea Graigola	23.	„ —
„	Swansea Atlantic	23.	„ —
NEWCASTLE	Foundry Coke	33.	„ —
„	Gas Coke	28	„ 29.

PRIMES DES CONTRATS

"SIMPLE FACULTE"

Coton Liv. Nov.P.T. 8 30/40 à 10 —
Gr. de cot. „ 3 mois „ 2 — „ 2 10/40

"STELLAGE"

Coton Liv. Nov.P.T. 18 30/40 à 20 —
Gr. de cot. „ 3 mois „ 4 — „ 4 10/40

"DOUBLE"

Coton Liv. Nov.P.T. 6 10/40 à 6 35/40
Gr. de cot. „ 3 mois .. 1 20/40 .. 1 25/40

EGYPTIAN MINING MARKET.

NAME OF COMPANY	Making up Prices Sept. 11	Latest Prices Sept. 15
Central Egypt Exploration	1	1 1[illegible]
Corporation of W. Egypt...	19/32pm	[illegible]
Egypt. Mines Explor. Synd.	14/	15/ 16/
Egyptian Options	1	[illegible] 1
Egypt. and Sudan Mining Synd.	1[illegible]	1[illegible] 1[illegible]
Egypt. Trust and Invest.	[illegible]pm	[illegible] [illegible]pm
Nile Goldfields...	[illegible]	[illegible]
Nile Valley Block B... ...	[illegible]	[illegible]
Nile Valley (New)	29/32	[illegible]
North Nile Valley	[illegible]	[illegible]
Nubia (Sudan) Dev. Synd.	[illegible]	[illegible]
Sudan Exp'or. (10s. Shares)	3/6	[illegible]
Sudan Mines	[illegible]	[illegible]
Um Rus Gold Mines.. ...	[illegible]	1
United African Explor. ...	1 19/32	1[illegible] 1[illegible]

RESUME DE LA SITUATION COTONNIERE

au 22 septembre

AMÉRIQUE :	1905 Balles	1904 Balles
Recettes aux ports Semaine	240,000	289,000
Rec. du 1er. Sept.	627,000	632,000
Export. Angleterre Semaine	40,000	68,000
Export. Angleterre du 1er Sept. ...	133,000	205,000
Export. Continent Semaine	70,000	86,000
Export. Continent du 1er Sept. ...	191,000	161,000
Pris par la filature États-Unis. ...	240,000	195,000
Stock ports	550,000	302,000
Insight Semaine...	308,000	359,000
Insight du 1 Sept.	846,000	811,000
Consom. Mondiale Amér. Semaine..	165,000	144,000
Consom. Mondiale Amér. du 1 Sept.	543,000	408,000
Vis. supply amér.	1,895,000	855,000
Vis. supply général	2,163,000	1,122,000

GÉNÉRAL

LIVERPOOL :	1905 Balles	1904 Balles
Ventes Semaine ...	36,000	22,000
Forwarded	58,000	53,000
Importation... ...	55,000	40,000
Exportation... ...	8,000	3,000
Stock	680,000	109,000
Flottant	130,000	174,000

ÉGYPTIEN

	1905 Balles	1904 Balles
Ventes Semaine...	1,600	2,600
Forwarded	6,000	3,000
Importation... ...	8,000	4,500
Exportation... ...	2,500	700
Stock	32,000	25,000
Flottant	7,000	8,000

TARIF D'EXPORTATION

pour le mois de septembre 1905.

DESIGNATION		UNITE	Prix du mois passé L.E.	M.	Prix du mois courant L.E.	M.
Coton	D.	cantar	—	—	2	540
Graines de Coton ...		ardeb	—	—	—	425
„ „ Sariri		cantar	—	—	—	275
Fèves Saïdi et Béhéra ...		ardeb	—	—	1	035
Fèves Saïdi et Béhéra...		„	—	—	1	001
Lentilles		„	—	—	1	135
Maïs		„	—	—	—	884
Orge		„	—	—	—	425
Pois chiches		ardeb	—	—	1	50
Petits pois		„	—	—	1	2
„ „ concassés ...		„	—	—	1	400
Helbé		„	—	—	1	300
Riz (avec emb.) ...		„	—	—	2	300
Riz en paille		kilo	—	—	—	6
Riz brut		„	—	—	—	7
Farine No. 1 à 3 (96 occas.)		sac	—	—	—	900
Sucre blanc (en pains)		cantar	—	—	—	230
„ „ (grands morc.)		„	—	—	—	450
„ „ (en poudre) No 1		„	—	—	—	450
„ rouge (Farchout) en pains		„	—	—	—	280
„ „ (Farchout) (en poudre)		„	—	—	—	260
Cotons Afrifi et [illegible]		„	—	—	1	400

Allen, Alderson & Co.
LIMITED.

SOLE AND EXCLUSIVE AGENTS FOR

MESSRS. RUSTON, PROCTOR & CO., LIMITED, LINCOLN. Fixed and Portable Steam and Oil Engines, Corn Mills. Patent Tibbon-making Threshing Machines.
MESSRS. PLATT BROTHERS & CO., LIMITED, OLDHAM. Cotton Ginning Machinery.
MESSRS. JOHN FOWLER & CO., LIMITED, LEEDS. Steam Ploughing Machinery and Sundries.
THE CENTRAL CYCLONE CO., LIMITED, LONDON. Grinding and Pulverising Machinery.
MESSRS. CAMMELL, LAIRD & CO., LD., OF SHEFFIELD. Steel Rails, springs, buffers, &c. — Patent sand blast files.
MESSRS. MERRYWEATHER & SONS, LONDON. Steam and Manual Fire Engines.
MESSRS. F. REDDAWAY & CO., LD., PENDLETON, MANCHESTER. The Camel Brand Belting, etc., etc.

Ratner's Safes.
THE ENGELBERG RICE HULLER.
Gilkes Vortex Turbines.
MESSRS. A. RANSOME & Co., LIMITED, NEWARK-ON-TRENT. Wood Working Machinery and Appliances.
McCORMICK'S REAPERS & MOWERS.
PLANET JUNIOR AGRICULTURAL IMPLEMENTS. Horse Hoes, Seed, Drills, etc., etc.
OLIVER PLOUGHS.

Agent in Cairo : M. A. FATTUCCI.
Agent in Khartoum : RIETI & BERTELLI.

CHATWOOD'S SAFES IN STOCK.
AGENTS FOR GREEN'S ECONOMISERS.

Thos. Cook & Son (Egypt), Ltd.

ENGINEERS, BOULAC, CAIRO, ALEXANDRIA.

MECHANICAL AND ELECTRICAL ENGINEERS, ALSO SHIPBUILDERS, &C., &C.
All classes of engineering work and supply of stores undertaken.
Pontoon Dock for raising vessels of the largest size.

BOULAC ENGINE WORKS

BRANCHES AT SHARIA BAB-EL-HADEED (CAIRO), ALEXANDRIA AND KHARTOUM.

SOLE AGENTS IN EGYPT FOR

RICHARD GARRETT & SONS, LTD. Portable and semi-portable steam engines, Road rollers, threshing and straw-chopping machines.
SHAND, MASON & CO. Patent Steam and Manual Fire Engines.
NOBEL'S EXPLOSIVES CO., LTD. Gelignite, Blasting Gelatine, detonators, safety fuse, etc. "Sporting Ballistite" and "Empire" Cartridges.
GEO. ANGUS & CO., LTD. Machine belting of every description, leather, rubber, cotton and Balata.
TANGYES LIMITED (SOLE VENDORS.) Steam, Oil and Gas Engines, with Producer Plants, Pumps and Machinery of all description.
CROMPTON & Co., LTD. Dynamos, motors and electric machinery of all description.
STOHWASSER & WINTER PUTTIE LEGGING & MILITARY EQUIPMENTS CORPORATION LTD.
Agents for James Hamm & Co. Steam and Oil Motor Wagons
CHUBB & SON'S LOCK & SAFE CO. LTD. Chubb's Steel Safes of all sizes on hand, the building of strong rooms undertaken.
COCHRAN & CO. ANNAN, LTD. The Cochran patent vertical boilers.
THE SEAMLESS STEEL BOAT CO., LTD. Seamless steel boats fitted with any class of motor.
THE COOPER STEAM DIGGER CO. LTD. Diggers made in size No. 5, 6, 8 and 12.

SPECIALITIES :—TANGYES' GAS ENGINES with Producer Plants, COOPER PATENT STEAM DIGGER, specially suitable for small landowners.
Telegraphic Address : "ENGINEER, CAIRO" and "ENGINEER, ALEXANDRIA."
Works Office in town, Sharia Bab-El-Hadeed (Cairo).
Alexandria Office and Stores, Abu Dirdar Street, No. 12.
25298 10.12.905

RAMLEH RAILWAY COMPANY.

RECETTES

du dimanche 17 sept. au samedi 23 sept. 1905

	Billets P.T.	Abonnements P.T.	Carnets et Divers P.T.
An. cour.	97,070	—	14,879.
„ der.	84,911	3,577	4,417.
Augment.	12,159		10,462.
Dimin.		3,577	

TOTAUX.—Année courante 111,949 ; année dernière 92,905 ; Augmentation 19.044

du 1er octobre 1904 au samedi 23 sept. 1905

	Billets P.T	Abonnements P.T.	Carnets et Divers P.T.
Année cour.	3,888,424	327,658	768,006.
„ der.	3,608,916	770,593	318,899.
Augment.	280,508		449,107.
Diminution		442,935	

TOTAUX.—Année courante 4,984,088 ; année dernière 4,698,408 ; Augmentation 286,680.

ALEXANDRIA TRAMWAY COMPANY

du dimanche 17 sept. au samedi 23 sept. 1905

	Billets P.T.	Carnets et Divers P.T.	Totaux. P.T.
Année cour.	136,235.1	17,160.	153,395.1
„ der.	123,012.1	15,510.	138,522.1
Augment.	13,223.	1,650	14 873.

du 1er janvier au samedi 23 sept. 1905

	Billets P.T.	Carnets et Divers P.T.	Totaux P.T.
Année cour.	4,482,372.2	581,887.7	5,064,259.9
„ der.	3,968,355.2	528,372.3	4,496,727.5
Augment.	514,017.	53,515.4	567,532 4

DELTA LIGHT RAILWAYS, LTD.

TRAFFIC RETURNS

The week ended Sept. 16. 05		Same period *04.	Inc.	*Dec.
Kilometres open	855	830	25	—
	L.E.	L.E.	L.E.	L.E.
Coaching	1799	1744	55	—
Goods and Sundries	1042	948	94	—
Total	2841	2692	149	—
Receipts per kilometres open	3323	3244	—	—
Toal from commencement of half-year	152706	143365	9341	—

*Week ended 10th September 1904.

HELOUAN BRANCH

	40	40	Increase	Dec
	380	328	52	—
	513	358	155	—
	893	686	207	—
	22344	17155	—	—
Tot. from 1st Jan.	28774	26489	2285	—

BRASSERIE DES PYRAMIDES

Etat comparé de la vente de la Bière et de la Glace

	1905	1904	En plus dans l'année cour.
BIERE Vente du 1er jan. à fin août	L.E.13921	L.E.11354	L.E. 2567
GLACE Vente du 1er jan. à fin août	L.E. 2819½	L.E. 1723½	L.E. 1096
Total	L.E. 16740½	L.E.13077½	L.E. 3663

CREDIT LYONNAIS

Société Anonyme

CAPITAL 250,000,000 DE FRANCS
ENTIÈREMENT VERSÉS

Agences d'Égypte :
Alexandrie, Le Caire, Port-Saïd

LE CRÉDIT LYONNAIS fait toutes opérations de banque, telles que :
Avances sur titres ;
Ouverture de comptes courants contre dépôts de valeurs ;
Emission de traites et chèques, émission de lettres de Crédit, paiement par télégraphe sur les principales villes de la France et de l'étranger ;
Garde de titres ;
Recouvrement d'effets sur l'Egypte et l'étranger ;
Le Crédit Lyonnais reçoit des fonds ou un compte de dépôt et délivre des bons à échéance fixe aux taux suivants :
3 % aux bons de 1 an et au-delà.
25898 31.12.906

TO WHOLESALE BUYERS, STORE-KEEPERS, AND OTHER TRADERS. — If you are not a reader of "African Commerce," the British Trade Medium for All Africa, send 7d. for a copy to The Manager, "African Commerce," Tower Chambers, Moorgate Street, London, E.C. Annual Subscription 7/6 post free.

L'EGYPTIAN GAZETTE est en vente dans les rues du Caire tous les soirs à 7 h.30, excepté les dimanches et jours fériés. Le journal est aussi en vente aux gares du Caire, d'Alexandrie, de Tantah, de Damanhour de Kafr-Zayat et de Zagazig. Prix du numéro du jour, 1 P.T.

Egyptian Delta Light Railways Co., Limited.

Connections made with the most important trains of the State Railway in the Provinces of Behera, Gharbieh, Dakahlieh, Charkieh and Galioubieh. *Through service for goods* between all stations of the Company and *over 100 principal stations of the State Railway* in Upper and Lower Egypt. Goods may also be through-booked from or to any station on Helouan Railway. The Company has 70 stations opened for public Telegraph Service in conjunction with all offices of the Government Telegraph Department. *For time tables, tariffs and information* apply to the offices at Cairo, Alexandria, Damanhour, Tantah or Zagazig. 21416-31-12-905

(HELOUAN BRANCH.) A.M. — P.M.

Bab-el-Louk ... Dep.	6.20	8. 6	9.10	10.10	12.5	1.20	3.10	4.15	5.15	6.15	7.25	8.40	10.10	12.30
Helouan ... ... Arr.	7. 7	8.48	9.47	10.54	12.40	55	3.55	4.50	5.52	6.56	8. —	9.25	10.48	1.10

Helouan ... ... Dep.	6.25	7.5	8.15	9.15	10.15	12. 5	1.20	3.15	4.15	5.15	6.20	7.25	8.50	10.15	11.15
Bab-el-Louk ... Arr.	7.10	8.2	[illegible]	9.50	10.58	12 48	1.58	4.—	4.55	5.58	6.55	8.8	9.32	10.58	11.55

STEINEMANN, MABARDI & Co

The Egyptian Engineering Stores.

MERCHANTS, CONTRACTORS & MACHINERY IMPORTERS, ALEXANDRIA.

Sole Agents for Egypt, Asia Minor and Syria for

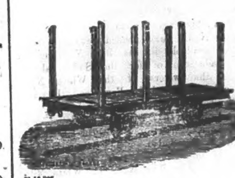
Messrs. CLAYTON & SHUTTLEWORTH, Lincoln, Portable & Fixed Engines & Boilers, Corn mills, Thrashing, Strawbruising & Cutting Machines.
Messrs. GALLOWAYS, LTD., Manchester.—The Largest Boiler Works in the World.
WALTER A. WOOD, Mowing and Reaping Machine Co. Hoosick Falls, N.Y. (America) Reapers, Mowers, Harvesters & Rakes.
PIGUET & Co., Lyons. — French Steam Engines.
AVELING & PORTER, LIMITED, Rochester.—Steam Rollers and Steam Ploughs.
LES TANNERIES LYONNAISES, Oullins (Rhône).—Best Leather Belting.
E. S. HINDLEY, Burton, Dorset.—Vertical Engines and Boilers, specially designed for driving Electric Dynamos & Centrifugal Pumps, etc., etc.
HILLAIRET HUGUENOT, Paris.—Electricians.
L. DUMONT, Paris.—Centrifugal pumps.
R. F. & E. TURNER, LTD., Ipswich.—Flour Mills. 21168-24.11.905

ORENSTEIN & KOPPEL, LTD.

CAPITAL 10,000,000 FRS.

PURVEYORS TO H.H. THE KHEDIVE.

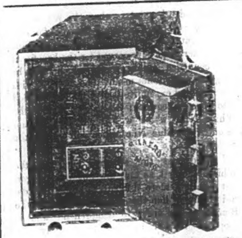
Portable and permanent railways.—Passenger and goods cars. Tipping and platform waggons for all purposes.—Locomotives from 10-600 H.P. Large stocks of rails, trucks and locomotives always kept in Alexandria



21-12-905

Sole Agents for Egypt and Sudan of :—
COMPTOIR METALLURGIQUE EGYPTIEN
HUMBOLDT ENGINEERING WORKS CO KALK, NEAR COLOGNE. Steam engines, Boilers, complete installations for Factories.
R. HORNSBY & SONS, LTD., GRANTHAM (ENGLAND). Fixed and Portable oil engines.
KIRCHNER & CO., LEIPZIG. Wood working machinery.
CARL MEISSNER, HAMBURG. Oil motor boats and launches.
ENGLISH AND AMERICAN SYSTEMS OF STEAM PLOUGHING ENGINES TO PLOUGH 8 TO 20 FEDDANS PER DAY.

OFFICES { CAIRO : 24 Kasr-el-Nil Street, opposite Bank of Egypt. P.O.B. 690. Telephone No. 139
{ ALEXANDRIA : 29, Cherif Pasha Street. Telephone No. 661.



Milner's Safes

SOLE AGENTS FOR EGYPT

G. Marcus & Co.

Large Stock Kept in ALEXANDRIA
Rue Constantinople Maison A. N. Abet
CAIRO
Hosh Issa Rue Neuve
TANTA
Tall el Hadadin
17 11-905



PROTECTION AGAINST FIRE

THE UNDERWRITERS' FIRE EXTINGUISHER.

Over Five Hundred now in use in Egypt and the Sudan.

SIMPLICITY
RELIABILITY
EFFICACY

WRITE FOR ILLUSTRATED CIRCULARS AND FULL PARTICULARS

SOLE AGENTS :
THOS. HINSHELWOOD & Co
ALEXANDRIA.



NOUVEAU REMEDE PURGATIF IDEAL

Contre : Constipation, Congestion, Hemorrhoïdes, Migraine, Obesité, etc. Conserve le teint frais et la taille svelte ; [illegible] sans douleurs. Il est conseillé par toutes les sommités médicales. Le purgatif le plus économique.

PURGEN

Prix : fr. 1.50 par 12 pastilles. [illegible] les pharmacies.
Dépôt général pour l'Egypte GEO. RUELBERG Pharmacien, Alexandrie.

CAIRO SEWAGE TRANSPORT Cy., Ld

Chief Office : Sharia Kasr-el-Nil, CAIRO. Near the National Bank of Egypt.

ENGRAIS NATURELS COMPLETS
Poudrettes, Engrais Chimiques Organiques.